



THE STANDARD

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Capital Triumph Register, Ltd.
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Roger Haley's 1963 TR3B sits in front of the World War II Memorial with the Lincoln Memorial in the background.

The Capital Triumph Register welcomed 2019 with a drive through Washington, DC, on New Year's Day stopping at many of the iconic sites of the Nation's Capital.

For more on the Capital drive, turn to page 8.

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From the President

By Stephen Oertwig

SCTR off to a grand year for 2019

2019 promises to be a great year for Capital Triumph Register members if the year's start is any indication.

Eleven CTR members in nine Triumphs ranging from a TR3B to a TR8 and everything in between made a historic New Year's Day tour of the Capital. This is something we've talked about often, but the weather never cooperated. It was so warm this year that almost everyone made the 12-mile parade a top-down experience.

Our Triumphs provided a great photo op for tourists stranded in Washington, D.C., since attractions were closed. Capital police gave us friendly waves as we stopped at various monuments to take photos.

Thank you to all who turned out for something that has been a dream for a long time. It was an incredible success that ended with breakfast in Crystal City. Ho Yong and I had a great time driving the route and playing tourist. Mark your calendars now for January 1, 2020.

Lots to do despite the weather

The balmy weather didn't last long as the weather forecasters missed how much snow the Capital was going to get. Regardless, tons of salt, sand and brine are keeping Triumphs off the road for the time being.

This is the time of the year when it is OK to bring the daily driver out for CTR events. There are many events until we celebrate spring.

An after-the-fact mention is our annual CTR awards luncheon held January 20. I have been under the weather since the New Year's Day drive and didn't have the horsepower and torque to drive on for more than 12 hours a day.

We have another chance to get together February 17 for the annual winter gathering. We'll meet at the Crystal City Sports Pub because of its larger seating areas.

February 2 is a get down to business meeting for Britain on the Green. The BOG kickoff will be 9:30 a.m. at Gunston Hall. There's lots of planning to be done before April 28, and there are many areas where BOG Coordinator John Buescher needs volunteers.

Many CTR members have other British cars to complement their Triumphs. Bentley owners in CTR will want to attend the February 23 visit to the Simeone Foundation Automotive Museum for the Best of Britain: Bentley — 100 Years. We'll meet

Delaware Valley Triumph members in Philadelphia as the museum hosts a demo day featuring Great Britain – Land of Sports Cars.

Let's keep Triumphs on the road

March is when maintenance should be full swing. Some maintenance is more than a one-person job. Invite CTR members over to help with those last items that will get your car on the road before Britain on the Green. Who wants help changing the blinker fluid?

The 2019 Vintage Triumph Register national convention is another reason to get your car ready for the road. This year's convention is October 6-11 in Dripping Springs, Texas. The featured car is the TR6 in celebration of the 50th anniversary of its release. This convention promises to be an exciting adventure. As the host club promises, "It ain't a drive 'til you cross a cattle guard and a low water crossing."

Triumph community loses another patriarch

Triumph owners have lost a driving force behind keeping Triumphs on the road. Charles Runyan died December 22, 2018. He was 72.

Charles bought a TR3 after college and had to have parts to keep the TR3 running. This led him to open The Roadster Factory in 1978 in Armagh, Pennsylvania. He was diligent in maintaining the original, if not better, quality of Triumph parts. Many people restored their cars with parts from the Roadster Factory.

Charles was a feature at VTR conventions and other British cars shows. His generosity was appreciated by many because he hosted an annual summer party for the Triumph community.

The Roadster Factory will continue to be a valuable resource for Triumph owners under the leadership of Albert, Charles' son.

Triumphs were Charles' passion, and he lived his life to the fullest by driving Triumphs. He made it possible for thousands of Triumph owners to drive on and drive often.

Please welcome CTR's newest members:

- ◆ Joanne Daniel of Washington, DC
- ◆ Sam Earle of Wardensville, WV
- ◆ Bob and Maria Young of Derwood, MD, who drive a white 1972 TR6 with a factory hardtop and dealer installed air conditioning

Along with members who have recently renewed their CTR memberships:

- | | |
|-----------------|------------------|
| ◆ René Burcksen | ◆ John Buescher |
| ◆ Hank Seiff | ◆ Lane Riddle |
| ◆ Peter Philips | ◆ Clayton Brooks |
| ◆ Bruce Metcalf | |



CTR Happenings

Executive Steering Board Position

CTR's ESB needs new blood. The Virginia events director position is currently vacant. This is an appointed, rather than elected, position and doesn't require experience. You just need to bring a positive attitude and the desire to help shape the club. If you're interested, contact any of the current ESB members for additional information.

Winter and Spring Events

While the weather on January 1st was fine for our Capital Drive, January 13th's CTR Breakfast fell victim to a storm that dropped eight or more inches of snow on the Washington area. Needless to say the breakfast was cancelled.

On the 13th, we held our annual Awards Brunch for the 20th at Clyde's at the Mark Center in Alexandria, Virginia. Details will be in the February newsletter. So if you didn't attend, you'll have to wait a while to find out who took home honors such as the Triumph Over Adversity and Bill Goodwin Spirit of Driving awards.

On February 2nd, we will meet at Gunston Hall in Lorton, Virginia, to get together with the staff there for Britain on the Green planning. This is a change to accommodate construction activity at the Gunston Hall's visitor center. February 10th is International Drive Your Triumph Day to celebrate Sir John Black's birthday. If the weather cooperates, we will plan a drive or photo op to celebrate. Because this will be a weather-dependent event, details will be forthcoming in an evite and on Facebook.

Later in February we will hold our annual Winter Dinner at the Crystal City Sports Pub in Arlington on February 17th. From February 16th through March 3rd, the Simeone Museum in Philadelphia will have a Best of Britain display marking Bentley's 100th anniversary. We are planning to visit museum on February 23rd to coincide with one of their Demo Days during which some of the museum's cars are started and driven.

Looking ahead to March, we will visit London Auto in Falls Church on March 9th for our annual tech session with them. This is always one of our best attended events, so plan to attend. On March 17th, we will have our bimonthly breakfast. Hopefully the Washington area will be done with snow by then!

April will be a busy month for CTR. On the 7th we will have our first spring drive, the annual run down the George Washington Parkway. The Washington Auto Show is usually held in January, but has been moved to April for 2019. (Maybe we'll get some of the better attractions with the later date?) We'll plan to attend on April 12th, the show's final evening when it stays open later.

April also means it's time for our annual show, Britain on the Green, to be held at Gunston Hall on the 28th. We'll need help on April 24th and April 27th for the Stuffing Party and for set up at Gunston Hall. Britain on the Green is a major undertaking for the club and requires help from as many members as possible who are willing to volunteer their time planning and executing one of the best British car shows in the Mid Atlantic region.

The Williamsburg British and European Car Show will be held on May 4th at the Revolution Golf and Grille at the Shops on High Street in Williamsburg. British Car Week runs from May 25th to June 2nd. The original British Car Day will be on June 2nd at its new location at Serra Valley Farms n Mt. Airy, Maryland.

More Events—it's up to You!

CTR was very active in 2018, hosting or participating in 30 events. Do you want more events? Consider hosting one, be it a drive on your favorite backroads or a visit to a destination you think CTR's gear heads might enjoy. It could be a social event, a tech session in your garage or a local shop, or even a Get Your Hands Dirty session to work on a Triumph project that requires extra hands or a bit of technical skill. Projects can be large or small. If you have an idea for a project, contact one of the CTR board members to get the ball rolling.

CTR's first Brunch by the Bay event was very well attended. If there's interest, we'll schedule a second one for a Sunday in the spring.

Evite Etiquette

CTR has made good use of the evite app to schedule and announce changes to events. We often depend on evite to give us a head count for events that require reservations, such as our social events at restaurants. All of us have had plans change due to unforeseen circumstances; however, when your plans do change and you're unable to follow through with a commitment, please update your evite response. Or for last minute changes, send an email to the event host so that the club can update reservations. This is also important for driving events. If we know you're not coming, we won't delay our start waiting for you (and worrying that your trusty Triumph has left you stranded).

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



New Venue for the Original British Car Day June 2nd

The Chesapeake Chapter of the New England MG "T" Register is proud to invite you to attend the 42nd meet of the **Original British Car Day** (OBCD). This annual event is held for the enjoyment of all British car and motorcycle enthusiasts.

OBCD will be held from 8:00 a.m. until 4:00 p.m. on the grounds of Serra Valley Farms. Come and enjoy this gathering of all British marques in one setting. Bring your leashed pet and picnic lunch or partake of the food and drink offered by various food vendors.

This year's featured marque will be the Classic Mini in honor of its 60th Anniversary. We look forward to participation from the Capital Mini Register and welcome their members and their cars on our show field!

Whether you are displaying your car, or just coming to enjoy the event, make plans to pay us a visit. Serra Valley Farms is located at 5601 Ridge Road, Mount Airy, Maryland 21771. It is accessed easily via I70 from the south or Maryland Route 27 from the north. Please visit their website at www.serravalleyfarms.com for directions and information about their establishment. For more information on OBCD please visit the Chesapeake Chapter's website at: www.chesapeakechaptermgclub.com

Drive Your Triumph Day February 10th Rye Livingston

Dear Fellow Triumph Owner,

It's time to make plans for Drive Your Triumph Day, February 10, 2019.

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, which is celebrating our 60th anniversary.

As you may remember a few years ago, I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today.

The first year about half a dozen members participated, and it's been building momentum every year since. Last year I received about 250 photos from all over the world: Scotland, Ireland, the UK, New Zealand, Australia, South Africa, Uruguay,

Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA. I'm hoping to double that number this year!

The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, where ever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front a cool spot, landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway.

Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: VTR's *The Vintage Triumph*, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>

This year February 10th falls on a Sunday, so let's make this a big worldwide event with club drives and lots of photos. Remember, it's a new photo taken on February 10th, 2019.



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CTR Winter Dinner February 17th

Assuming that we aren't all encased in ice on Sunday, February 17th, the Capital Triumph Register will hold its annual Winter Luncheon from 12:30-2:30 p.m. at the Crystal City Sports Pub located at 529 23rd Street South in the Crystal City section of Arlington, Virginia.

This is conveniently located a stone's throw from I-395 and not far from the Pentagon. There is ample free parking in a lot across the street as well as in the neighborhood. The Crystal City Sports Pub features an extensive \$16.00 brunch buffet in addition to their regular menu. We will be seated in a separate dining room on the second floor.

Based on past experience, the weather will either be 10 degrees and snowing a blizzard or sunny and 80 degrees or somewhere in-between, so dress and drive accordingly. In the event of a sketchy weather forecast, be on the lookout for an invite update that will reschedule or cancel the event.

We hope to see you there on another warm, sunny Sunday. Or otherwise. But either way, we hope to see you.

Simeone Museum Visit February 23rd

On February 23rd, CTR will make what's become a more or less annual winter trek north to visit the Simeone Foundation Automotive Museum in Philadelphia as they hold their annual Best of Britain display, which will celebrate the 100th anniversary of Bentley this year. The event, sponsored by Ragtops and Roadsters, will celebrate the centennial of Bentley Motors Limited founded by W.O Bentley in Cricklewood, North London in 1919. Bentley became widely known as a builder of premium luxury cars and has held that position for the last century, not to mention their legacy of racing heritage earned by winning the 24 Hours of LeMans in 1924, 1927-1930 and again in 2003. The display will

feature special Bentley Motorcars to represent a century of motoring.

But wait, there's more! February 23rd is a "Demo Day." Weather permitting, cars from the collection are driven in the large open area behind the museum. The theme for this Demo Day is "Great Britain: Land of Sports Cars! And will include Vauxhall 30/98E, Squire, Aston Martin LM, MG K3, and Jaguar SS100. It's always exciting to see museum classics in motion (even if someone else is driving them).

And as if this weren't enough, there's more yet. We will plan to join members of the Delaware Valley Triumphs at the museum and then for lunch afterwards. In past years they've taken us for Phillie cheese steak sandwiches (of course) and brews at a local restaurant called "Chickie and Pete's." Great food and conversation!

Philadelphia isn't that long a drive from DC, so plan on joining us on February 23rd. Additional details will be forthcoming in next month's newsletter and in an invite. For more on the museum, check out their website: <http://www.simeonemuseum.org/>

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Triumph Community Loses Two Giants

Lionel Mitchell

In the last two months of 2018, the Triumph community lost two gentlemen who spent most of their lives promoting Triumphs and thereby enriched our experience with our cars. In November, Mike Cook passed away at the age of 84, and in December, Charles Runyon died at the age of 72.



Many of you know of, or have met, Mike Cook in the past at VTR conventions. He was a perennial at the conventions and was often a guest speaker or led seminars. I won't try to list all his accomplishments here for fear I might leave some of them out. Mike bought his first Triumph, a 1955 TR2, in 1957 and was a Triumph owner until the day he died. He worked for 20+ years at Triumph ending up as advertising manager for Triumph in America. After the British Leyland merger, he continued on in a public relations role for Jaguar, but his first love was always Triumphs. Mike raced various Triumphs during his younger days, and he was a notable Triumph journalist. Many of you know that he was the editor of the VTR magazine, *The Vintage Triumph*, until his death. His first assignment at Triumph Motors was as editor of the *Triumph Sports Owners Association Newsletter*. More recently he wrote regular articles for the Hemmings magazine *Sports and Exotics* and for the *Triumph World* magazine. But his magnum opus is his book *Triumph Cars in America*, published in 2001. A quick search on Amazon shows that it's still available. If you don't have a copy, my advice is to get one while they're still available. He was recognized by his peers of the British car community by being inducted into the British motoring hall of fame a few years ago. Even with all his accomplishments in the Triumph world, he was very approachable and always remembered people and was glad to 'talk Triumphs' with everyone. I will miss chatting with him at future VTR conventions.



Our community's other recent loss was Charles Runyon, proprietor of The Roadster Factory. Like Mike, Charles was a fixture at VTR and other Triumph conventions, but in addition to his parts business, many of you know him from his Summer Parties on the grounds of TRF and in the town of Indiana, Pennsylvania. He began his parts business in the late '70s by selling parts out of his apartment in Indiana, then subsequently moved the business to his family's farm. Personally, I began to buy parts for my maple TR6 in 1980 when it was still a daily driver. Over the years, Charles has collected several significant Triumphs including two of the LeMans TRS models (which are on display in the TRF showroom) and a LHD TR5. His parts business has been very successful. He also built and operated an authentic timber frame restaurant, the Coventry Inn, in Indiana. One of his real talents was in the catalogs he published. Some of you might know that he had a degree in library science. Early on in his business, he developed a parts numbering system and gathered parts illustration to form the basis of the many catalogs that he published. I consider his two-volume set of TR6 parts as the gold standard. I have two sets: a well-worn and greased-smudged first printing in my garage and a later, pristine set in my bookcase of car books. For me, one of his lasting legacies are his catalogs. Charles had a quirky personality, but I always enjoyed talking to him. He was a fountain of knowledge on the TR models.

Such is life. We're all getting older, but we hold these people close in our memories.

Left: Art Fournier and Lionel Mitchell with Mike Cook (and Mike's TR7 Spider) at the 2014 Vintage Triumph Register convention in Dobson, North Carolina

Right: Charles Runyan in front of his Coventry Inn in Indiana, Pennsylvania



CTR and BOG are on Facebook.

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



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The CTR Points System (or how do I earn one of those neat certificates)

Longtime members are familiar with CTR's point system, but it might be something of a mystery to our newer members who are confronted with sign-in sheets at the club's events. The point system was initiated several years ago as a means of encouraging and rewarding participation in club events and activities. At the end of the year, each member's points are tallied and those with the most points recognized at the annual awards event in January, such as this year's Awards Brunch on January 20th. Recognition may be in the form of a certificate or something more substantial such as a prize.

Points are earned by attending a CTR-sponsored event (20 points), driving a Triumph (automobile, not motorcycle) to the event (15 points), or wearing an item with a club logo (either CTR or BOG) (10 points). Points are also awarded for organizing or staging a CTR event (70 points shared among the organizers) or acting as the CTR point of contact for an event held by a third party (25 points). Writing an article for the club's newsletter, *The Standard*, earns 25 points. And recruiting a new member for CTR will earn 20 points.

But wait, there's more! Britain on the Green, our annual British car and motorcycle show, requires a huge investment of time and effort on the part of many CTR members to ensure its success. As such, significant points are awarded to BOG chairs (or co-chairs, as the case may be) (100 points), subcommittee chairs (50 points), and committee members (25 points). Additionally, 15 points are awarded to BOG volunteers in addition to the normal points they would earn by attending BOG as a CTR-sponsored event. Helping at the BOG "Stuffing Party" or with set up activities the day before BOG earns points as well (10 points).

The Capital Triumph Register's goal is to enjoy our cars in the company of like-minded people. The points system is a method of encouraging participation in our events by offering the added incentives of recognition and reward for doing so.



CTR Breakfast March 17th

Our January breakfast was snowed out, so we'll try again in March. Our next breakfast get-together will be at 9:00 a.m. on Sunday, March 17th, St. Patrick's Day, at Primo's which is located at 1636 Belle View Boulevard, Alexandria, VA 22307 in the shopping center at the intersection of Belle View Boulevard and Fort Hunt Road. Meet fellow CTR members, discuss Triumphs, and generally enjoy a quiet Sunday morning. As a reminder, you don't need a Triumph to attend and participate. But it is usually a chance to check out a few Triumphs in the parking lot, ask questions, and compare notes. We hope to see you there with or without a Triumph for a chance to socialize and talk LBCs.

Trending with CTR News of Members in Brief



Lionel Mitchell celebrated 43 years of ownership of his maple TR6 with a drive to Willoughby Farm, site of the annual Hunt Country Classic, in December. Lionel purchased the car new from Royal Motors in Huntsville, Alabama.

Triumphant New Year's Drive around the Capital

Stephen Oertwig

Members of the Capital Triumph Register kicked off 2019 with a New Year's Day drive around the nation's Capital.

It has been a yearly goal to parade around the namesake of the Capital Triumph Register. New Year's Day drives are popular for Triumph clubs around the globe, but weather can be unpredictable in Washington, D.C. While the weather was dreary and cloudy, the temperature was almost 60 degrees, perfect for top-down weather.

Eleven CTR members in nine Triumphs met near President Adam's House on Capitol Hill to begin a grand tour of the monuments of Washington. First stop for Triumphs was the U.S. Capitol and the Supreme Court for photos.

CTR members who made the 2019 New Year's Day drive were Roger Haley, TR3B; Christopher and Jean Mennone, TR4; Hank Seiff, Spitfire Mk 2; Stephen and Ho Yong Oertwig, Herald estate; Andrew McGinley, TR250; Ben Cheshire, TR6; Pete Farrell, TR6; Barry Stoll, TR6; and Art Fournier, TR8.

The group continued down Independence Avenue past the Smithsonian Institution to the Washington Monument and another photo op.

Tourists made the Triumph caravan a popular photo moment as the group stopped by the World War II memorial with the Reflecting Pool and Lincoln Memorial in the background.

Traffic was light since many attractions were closed because of the government shutdown. Nine Triumphs driving with tops down attracted everyone's attention. One person stopped to say he had a Triumph and asked for a CTR membership application.

The 12-mile drive of the Capital continued past the Ellipse and White House then around the Lincoln Memorial. Final destination in the Capital was the Thomas Jefferson Memorial.



The drive ended with breakfast across the Potomac River in Virginia.

The Capital Triumph Register was founded in May 1989 to serve Triumph enthusiasts in the Washington, D.C., metropolitan area, which includes Maryland and Virginia. The club's original name was the National Capital Area Vintage Triumph Register and changed to the Capital Triumph Register in January 1995.

Before there was a Capital Triumph Register and Vintage Triumph Register, there was a D.C. Triumph Sports Owners Association chapter, but that's another story. If you have any knowledge of the DC TSOA, please share it as we fill in the blanks on the history of Triumphs in our nation's Capital.



Left: Ben Cheshire's TR6 leading the caravan to the US Capitol



*Top left: Hank Seiff in his Spitfire with Andrew McGinley
Bottom left: Chris and Jean Mennone in their TR4
Top right: Art Fournier in his TR8
Bottom right: Roger Haley, Jean and Chris Mennone, Art Fournier,
Ho Yong Oertwig, Barry Stoll, and Andrew McGinley
after brunch in Crystal City*



CTR Holiday Party

December 9th

The Capital Triumph Register held its annual Holiday Party at Tom and Mary Burke's home in Laytonsville, Maryland, on Sunday, December 9th. In this year of questionable weather, the forecast indicated we'd be off to a dry if chilly start, but might have a bit of snow in the southern reaches of our area for the drive home. Consequently, the only Triumph to be seen was the TR8 safely tucked away in Tom's garage (not to be confused with the dismantled Alfa in the other garage, but I digress).

As is always the case, great food and company abounded. Tom and Mary provided the main courses while others brought favorite side dishes and desserts. After enjoying the buffet, it was time for the traditional gift exchange. The gifts have become milder over the years. Perhaps the oddest one this year was the Ood hood won by Ben Cheshire. Those unfamiliar with Oods will have to check out Doctor Who. We'll have to see if Ben wears it on his next top down drive in his TR6!

Thirty or so CTR members were on hand to celebrate our last event of the 2018 season: John and Sara Buescher, our hosts Tom and Mary Burke, Ben Cheshire, Doug and Marie Dallhoff, Maureen and Jay Donn, Pete and Lenore Farrell, Art and Sue Fournier, Bruce and Loretta Metcalf, Lionel and Nancy Mitchell, Roger and Peggy Morrison, Ben and Susan Pontano, Art and Lydia Quintana, Sherman Taffell and Camellia Blackwell, Rick and Narttaya Tinker, and Rich and Joanne Wilkins. (We understand the Thomson family stopped by on their way home from son Scott's hockey game in Pennsylvania after things had settled down.)

Huge thanks go to Tom and Mary for once again opening their home to the Capital Triumph Register!



*Left: John Buescher with our hosts Tom and Mary Burke
Top: Mary Burke, Art Quintana, Lionel Mitchell,
and Ben Pontano sampling the buffet
Center: Camellia Taffell and Lenore Farrell discussing
their husbands' obsessions with Triumphs?
Bottom: Rick Tinker and Art Quintana*



*Above center left: A decorated Spitfire transmission holiday tree
 Above center right: Mary Burke in the gift exchange
 Bottom left: John Buescher, Roger Morrison, and Sara Buescher
 Top right: Tom Burke tries his luck in the gift exchange
 Center right: Peggy Morrison, Camellia Blackwell, Sherman Taffell,
 and a hoodless Ben Cheshire
 Bottom right: Ben Cheshire in an Ood hood, how odd!*



Moss Motoring Challenge 2019

David Stuursma

Some of you know that I organize the Moss Motoring Challenge. If you're unfamiliar, it's a year-long photo scavenger hunt that encourages folks to get out and drive. One of the side benefits I get from the Challenge is content for our magazine, both photos and stories. It really helps me and it could potentially help you, too. For example, last year one of the "destinations" I asked people to photograph was something on their bucket list. The photos and descriptions that came back were a fun way to get to know something about the people driving these cars. I compiled those photos. Check it out, it's pretty terrific. <http://www.mossmotoring.com/2018-mmcc-bucket-list/>

This year there's a group of destinations dedicated to bringing back nostalgic memories. I'm looking forward to seeing what comes from that.

I'm somewhat hesitant to further promote the challenge since all I'll be doing is making more work for myself. Ha! But honestly, I do recommend getting your club involved, especially if you're hoping to have an easier time filling the pages of your newsletters. Plus, I'd really like to see more British cars in the Challenge. Nothing against the Miatas that also compete... but I love seeing the Brits show the modern cars how to have fun.

More info on the Challenge can be found here:
www.mossmotors.com/motoring-challenge

CTR and the Moss Motoring Challenge

Art Fournier

When I read David Suursma's pitch for the Moss Motoring Challenge, I thought it might be a good excuse for me and other CTR members to get our Triumphs out and drive them just for the fun of it. But there was a small fly in the ointment. The rules require you to include a copy of the cover of the Moss parts catalog applicable to your Triumph in each photo you submit as part of the Challenge. Right now my only road worthy Triumph is my TR8. (I'll get my Spitfire back on the road one of these days, but for now it's apart in my garage.) Moss sells parts for a lot of Triumphs, but they don't have a catalog specifically for the TR8. When I asked David about this, he told me not to worry and simply use their catalog that has some parts I could use on the TR8. In my case, that would be their Spitfire, GT6, and TR7 catalog. Hey, a Wedge is a Wedge. The same could hold true for others with less mainstream models. Herald's share parts with Spitfires, 2000s share parts with TR6s, etc.

So take up the gauntlet of the Moss Motoring Challenge and get out there and drive your Triumphs!



Vintage Triumph Register National Convention

<http://hillcountrytriumphclub.org/vtr2019/>

October 6-11, 2019

Shelby American Museum

Christopher Yurasko

For the past eleven years I have travelled to Longmont, Colorado to visit my in-laws. On every one of these trips, I've seen the same tantalizing sign on the road to their house...Car Museum. On each trip I've had to pass it by because it is only open on Saturdays from 10-4 and we would usually fly in or out on Saturdays and miss its hours. This time was different, we arrived on a red eye getting us there after midnight on Thursday. I knew I would be able to steal away for an hour or two to see the Shelby American Collection.

From the outside it's just another warehouse in an industrial area in Boulder County, Colorado, surrounded by breweries and marijuana dispensaries, but I was seeking a different vice, vintage speed.

The Shelby American Collection is an impressive museum of some of the most historically important Shelby's in our nation. Obviously, you would expect to see Cobras, and you would not be disappointed. With over 20 examples of the Cobra, there was both early and late production examples, race cars, and survivors.

The Ford GT40 which was famously built to beat Ferrari at 24 Hours of Le Mans was well represented with a bunch of cars including ones raced by Mario Andretti and Ken Miles. Ken Miles' racing life equally magnificent and tragic. In 1966 he won both Sebring and Daytona and was set to win Le Mans completing the triple cup of racing. He was winning the race by a few laps followed by the other two GT40s. The call came in from Ford that they wanted all three cars to finish at the same time. So, he slowed down to let them catch up and finished 1st, 2nd 3rd. At the last moment Bruce McLaren sped up and took the 1st. Denying Miles of the unique victory. Ken was killed testing an upgraded GT the next year.

Of particular interest to the British community was the Sunbeam Tiger prototype built by Shelby. Sunbeam hoped that Shelby could duplicate the success of the AC Cobra using the Alpine. Shelby built the prototype and had hoped to get the contract build them in the US, but it went to Jensen. He did get a royalty on each car built.

Also on display was a few Daytona's, a couple of old trucks used to haul gear to races, tons of Mustangs, as well as a brand new Ford GT recently purchased at auction for \$2.5 Million from Bonhams. The car had just 12 miles on it and still had all the shrink wrap on the seats.

If you ever find yourself in Boulder, Colorado it's worth the trip and the \$5 cost of admission to visit the Shelby American Museum. <https://shelbyamericancollection.org/>



UPCOMING EVENTS

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

- Jan 22** - CTR Executive Steering Board Meeting, Arlington, VA
Feb 2 - BOG Planning Meeting at Gunston Hall
Feb 8 - Deadline for the February issue of *The Standard*
Feb 10 - International “Drive Your Triumph Day” *CTR*
Feb 17 - Winter Dinner *CTR*
Feb 16-Mar 3 - Simeone Museum Best of Britain celebrating Bentley’s 100th anniversary
Feb 23 - CTR Simeone Museum visit *CTR*
Mar 8 - Deadline for the March issue of *The Standard*
Mar 9 - London Auto Tech Session *CTR*
Mar 17 - CTR Breakfast *CTR*
Mar 12 - CTR Executive Steering Board Meeting, Arlington, VA
Apr 7 - George Washington Parkway Run *CTR*
Apr 5-14 - Washington Auto Show
Apr 12 - CTR Night at the Washington Auto Show *CTR*
Apr 12 - Deadline for the April issue of *The Standard*
Apr 24 - BOG Stuffing Party
Apr 27 - BOG Set Up at Gunston Hall
Apr 28 - Britain on the Green *CTR*
May 4 - Williamsburg British and European Car Show
May 10 - Deadline for the May issue of *The Standard*
May 14 - CTR Executive Steering Board Meeting, Arlington, VA
May 19 (Tentative) - CTR Breakfast *CTR*
May 25-Jun 2 - British Car Week
Jun 2 - The Original British Car Day, Mt. Airy, MD *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>
for details, updates, changes, and additions.



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



Follow CTR on Twitter:

@CapitalTriumph

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.

We have moved away from having to manage



CL003 for CTR



CL027 for BOG

club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you’ll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not shown on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.

Trending with CTR

News of Members in Brief



Above: When was the last time you saw a CTR Triumph covered with snow? Here's Stephen Oertwig's 2000 saloon in late December.

Below: Not every CTR member who drove a Triumph was in Washington on New Year's Day. These Triumphs belong to the Thomson family and Wayne Winterling. They took part in a run from St. Michaels, Maryland, to the southern end of Tilghman Island. The run was sponsored by the Classic Motor Museum of St. Michaels. Ben and Susan Pontano also took part in their TR4.



Looking back at **THE STANDARD:**

Volume XI, Number 1
January 1999

Things don't change very quickly in the Capital Triumph Register. Twenty years ago we were involved in many of the same activities as we are now. But why change a winning formula.?

The Holiday Party had just been hosted by Brigitte and Alex Akalovsky at their home in Chevy Chase, Maryland, and the Awards Banquet had just been held at the Paradiso Ristorante in



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We couldn't do it without your support!

Springfield, Virginia. Taking top participation points honors for certificates of recognition were Charlie Brown, Dennis Eckhout, and RJ Fortwengler. The certificates were presented by then CTR president Terry Sopher. The door prize for the evening was a "sweet tooth" gift basket made by Mary Schoen.

Terry Sopher discussed the club's achievements and growth during its first ten years, including its car show Britain on the Green. On the technical side, Ira Schoen wrote a "Garage Spot" article on how to remove TR6 bumper over riders in the interest of saving weight.

Team Bookends and the 2018 RBRR (Part 2)

Mike Roe
(continued from our December 2018 edition)

Gledrid – Monmouth (108 miles, 3.9 hours, avg. speed 28 mph)

We carefully made our way along the A483 and A44 down to Builth Wells, arriving in the town a little after 1am. Not wanting to tempt fate, we joined up with a group of three or so Triumphs that were passing through and continued along A470 in the direction of Abergavenny. Though our average speed doesn't reflect it, we were absolutely flying along this section of A470 while trying to keep up with the group we had joined. Somehow we managed to stay with the pack (and not run off the road), so we successfully made it through Wales and to the next stop near Raglan. After getting our book signed promptly at the control opening time of 2:14 a.m., we pressed on to Okehampton.

Monmouth – Okehampton (134 miles, 3 hours, avg. speed 47 mph)

Relieved to be mostly through Wales, we now tried to re-join the route, but recently started road work blocked the published road. We therefore put our trust in the GPS and rejoined the M48 to cross the River Severn, then joined the M5 near Bristol for the run out west to the coast. Not surprisingly, the M5 was wide open at 3 a.m. on a Sunday, so we made excellent time down to Exeter, where we continued on the A30 to Okehampton and the next control stop. We rolled into Okehampton shortly before 5 a.m., got our book signed promptly at 5:04 opening time, and pressed on to Land's End.



Okehampton – Land's End (97 miles, 2.5 hours, avg. speed 40 mph)

Pat took over at this point and took us out along A30 until it ended at Land's End, the westernmost tip of the U.K. We rolled in to Land's End at 7:20 a.m., shortly before control opening, handed our book to the marshals, then I quickly made my way to the restaurant as I had been advised by Roy and Doug that the queue for service could get long. I ended up being 3rd in line, so I was able to get through the line quickly and enjoy my full English breakfast while watching dawn break across the Atlantic just outside the window. Pat, Doug and Roy, however, were not as fortunate and had to endure the sizable queue that had formed after me, so I returned to Ruby and took a quick nap while they

made their way through the line. We got our book signed at control opening of 7:29 a.m. and continued back east.



Land's End – Bude Castle (84 miles, 3.3 hours, avg. speed 25 mph)

Next was an easy run back up the A30 to A39 north to Bude, where the local car club had the control stop and mini car show laid out at historic Bude Castle. Pat and I rolled in with Roy and Doug well before the control stop opening of 10:49am and made our way in to drop off our book and get some tea and biscuits. We socialized with the club members and the locals who had come out for the show, then after getting our book signed at the opening time of 10:49 a.m. proceeded back to the route.



Bude Castle – Badger’s Holt, Dartmoor (51 miles, 1.5 hours, avg. speed 33 mph)

The official route went east along A3072 towards Okehampton to A386, then down to B3357 and then east, but the group we were following must have decided that was too far out of the way and turned south at Holesworthy to follow the A388. After staying with the group for a bit we lost them, then had to rely on the good ole’ map and GPS to get us to Badger’s Holt. Amazingly, we were able to get to the stop before it opened, so we got our book signed at the opening time of 12:21 p.m. and turned north for Pimperne.

Badger’s Holt – Pimperne (100 miles, 2.5 hours, avg. speed 39 mph)

The next leg took us east along the south coast for a bit to Pimperne Village Hall. Pimperne is a very popular stop on the run, as the local village ladies’ club turns out with an assortment of pastries, cookies, cakes and tea to help sustain us on our run to Knebworth. I had notified my cousin Sara and her husband Duane of our route, so they made the drive all the way from their home in Chelwood Gate to meet us (a 2+ hour drive!) It was great to see them, if only briefly, and they had some goodies for the trip and some cider for the finish. Our buddy Kevin Cain (who was in the area for a half marathon) also stopped by to see us. Great to see all! We got our book signed at 4:55pm (12 minutes after control stop opening), and proceeded to Turweston.



Pimperne – Turweston Aerodrome (117 miles, 3 hours, avg. speed 40 mph)

The penultimate leg took us north on the A34 past Oxford to the Turweston Aerodrome. The afternoon traffic was getting heavier, but fortunately we did not have to pass through too many towns and were able to make decent time up to the stop. The official route had us driving PAST the turnoff for the Aerodrome, then back-tracking down to the field, but Roy and Doug followed the sign while Pat and I continued North. After a bit of driving around we finally found the control stop inside the airfield about 20 minutes after the opening. Here we met up with Pat’s new fiancé Carli, met some of her family, got our book signed, and quickly headed out to the final stop at Knebworth.

Turweston – Knebworth (52 miles, 2 hours, avg. speed 28 mph)

We had been warned of possible slowdowns on the A5 towards Stevenage, but did not experience any delays on this final short run. Still, with the traffic and the mid-time start at Turweston, we did not make it to Knebworth until after the “official” control stop closing of 7:18 p.m. Fortunately, we were not alone in this timing and the officials were kind enough not to disqualify us after making the first 17 stops 😊. After getting our books signed at the final stop, taking the photo below, having a couple of beers, and socializing a bit, we headed to the Stevenage Novotel and some food and (much needed) rest. Pat and I are thrilled beyond words to have completed the run this time and can’t thank the organizers enough for putting on such a stellar event. We also owe a big thanks to Roy Lacey, who prepared not one, but TWO successful cars and allowed us to thrash one all around the country. Thanks Roy!



Our Results:

Stop	Name	Leg	Cumulative	Time	Elapsed	Minutes	Avg Speed
1	Knebworth		0	18:00			
2	Wetherby	167	167	21:32	3:32	212	47.3
3	Carter Bar	121	288	0:07	2:35	155	46.8
4	Knockhill	88	376	2:01	1:54	114	46.3
5	Skiach 1	158	534	5:03	3:02	182	52.1
6	JoG	100	634	7:42	2:39	159	37.7
7	Skiach 2	124	758	12:47	5:05	305	24.4
8	Stirling	179	937	17:14	4:27	267	40.2
9	Tebay	141	1078	19:32	2:18	138	61.3
10	Gledrid	131	1209	22:25	2:53	173	45.4
11	Monmouth	108	1317	2:14	3:49	229	28.3
12	Whitehouse	134	1451	5:04	2:50	170	47.3
13	Lands End	97	1548	7:29	2:25	145	40.1
14	Bude	84	1632	10:49	3:20	200	25.2
15	Dartmoor	51	1683	12:21	1:32	92	33.3
16	Pimperne	100	1783	14:55	2:34	154	39.0
17	Turweston	117	1900	17:48	2:53	173	40.6
18	Knebworth	52	1952	19:39	1:51	111	28.1
		1,952			49 hours, 39 minutes	2,979 Minutes	39.3 mph
		Total Miles				Total Minutes	Avg. Speed

CLASSIFIED

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

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

1974-1976 TR6 Front Valence for sale, New Old Stock British Leyland (not a reproduction) hard to find, Falls Church, VA, \$850. Contact Brian at shobud@msn.com or 703-919-7125



TR4A AMCO Top for sale, new... in the box. \$250. Contact Brian at shobud@msn.com or 703-919-7125



1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125



1956 TR3 for sale with approximately 50K original miles. Re-painted BRG and reupholstered. If interested, contact Roger Morrison at roger.morrison.1@verizon.net or 703-901-4107 for additional details.

Set of 4 TR8 wheels and tires for sale. Wheels refinished. Tires are two-year old 185/70 R 13 Kumho Solus TA 11 with approximately 6K miles on them. \$550. Also available second set of 4 TR8 wheels with older tires. Wheels need refinishing. \$250. Contact Art Fournier at artfournier4@gmail.com or 410-535-0690



For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$20 per pair - contact Patrick Carter (202-285-7031 or PCarter.dc@gmail.com) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



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THE STANDARD

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The Vintage Triumph Register

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



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

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CTR and BOG are on Facebook.

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

Signs of the Times



Where to now?

Triumph Trivia

Christopher Yurasko

What car company was key to the production of the first Triumph car?



Answer:

The Dawson Car Company. Founded in 1918 by AJ Dawson in Coventry, England. Dawson only produced one model, the 11-12 hp Car before being acquired by the Triumph Cycle Company in 1921. Triumph used the factory to build their first car, the Triumph 10/20, in 1923.



Capital Triumph Register, Ltd. Membership Application / Renewal



Name: _____ Spouse/Partner: _____

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Triumphs owned (Year/Model/Color): _____

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1 year \$35.00 or 2 years for \$60.00 - Paper Newsletter

Newsletter Choice: Electronic Paper

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THE STANDARD

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Volume XXXI, Number 2, February 2019



CTR Triumphs at Mount Vernon and along the Potomac River on International Drive Your Triumph Day.

For more on the day's events, turn to page 16.



PAGES 1 and 16 - Drive Your Triumph Day; PAGE 2 - From the President; PAGE 3 - CTR Happenings; PAGE 4 - Winter Luncheon; Simeone Museum Visit; Stromberg Carb Tech Session; PAGE 5 - Be a BOG Volunteer; London Auto Tech Session; PAGE 6 - Memorial Mountain Tour; CTR Breakfast; Trending with CTR; PAGE 7 - BOG Planning; PAGE 8 - Awards Brunch; PAGE 11 - Impromptu Drive; PAGE 12 - GW Parkway Run; From Your Photo Album PAGE 13 - Garage Spot: Bolt Cards; PAGE 14 - Events; CTR Regalia; PAGE 15 - Trending with CTR; PAGE 18 - Classifieds; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

CTR celebrates 30 years of preserving Triumphs

The Capital Triumph Register is celebrating 30 years of supporting owners and admirers of Triumph cars in 2019. That's a tremendous accomplishment considering that Triumphs had not been imported into the United States for eight years when CTR was founded in 1989.

My history with CTR only goes back to 2004; Ho Yong and I were welcomed as friends at the 2004 holiday party at the house of Karl and Penny Johnson. That was the beginning of many fond memories over the years. We've met new friends and we've mourned the loss of friends, but the enthusiasm and excitement of CTR adventures continue.

Share your memories of CTR friends

David Stuursma, Moss Motoring editor, is looking for photos and stories about friendships that have endured because of the special bond we have with Triumphs and other British cars. He is collecting photos and vignettes for the summer issue of the **Moss Motoring** magazine. David is looking for a photograph for the cover of the magazine that captures the friendship theme.

There's an incentive to submit a photo for the Moss magazine that displays the important friendships we have because of Triumphs. If David chooses your photo for the cover, Moss will credit your Moss account \$200. And, if your special friend in the photo is a Moss customer, Moss will add \$200 to that person's account.

Here are the specifications for the magazine: Most important is the deadline for submitting is February 25. There should be a British sports car in the scene with you and a friend. The photo needs to have good clarity and high resolution — at least 1 megabyte file size — to work well as the cover. It should also be in portrait orientation. David envisions a scene of two people working on a car, but he can see other scenes working equally well.

Include a paragraph or two talking about the friendship in the photo. Send photos and stories to editor@mossmotors.com.

Make new Triumph friends

CTR members will visit the Simeone Foundation Automotive Museum February 23 for the Best of Britain: Bentley — 100 Years. We'll meet Delaware Valley Triumph members in Philadelphia as the museum hosts a demo day featuring Great Britain — Land of Sports Cars.

Richmond Triumph Register members are talking about attending the Simeone demo day. This will be great chance to make new friends. We will have lunch in Philadelphia. Join us

for cheese steaks. Details about carpooling will come in the invite.

There are new friends on CTR's executive steering board. Pete Farrell officially is the new vice president. Walt Seedlock graciously volunteered to take over secretary duties.

A big thank you to Doug Dallhoff for taking over as Virginia events coordinator. This position has been vacant for a while. Doug joins Tom Burke, Maryland events coordinator, in the very important role of building friendships at CTR events.

We will gather for the winter luncheon February 17 at the Crystal City Sports Pub. Let's just hope the weather cooperates.

CTR contributions to Vintage Triumph Register magazine

The past issue of **The Vintage Triumph**, VTR's magazine, was a humongous double issue. TVT's new editor, Shawn Frank, featured a photo tribute to Mike Cook. Shawn used photos from Art Fournier and Lionel Mitchell in the special edition. Having my photo of Mike on the cover of **The Vintage Triumph** is a lasting reminder of memories of Mike.

Shawn needs our support just as much as Art needs your articles and photos for CTR's **Standard**. You can send Shawn photos and articles via email to editor@vtr.org.

While you are thinking about VTR, hop on the internet highway and register for the 2019 Vintage Triumph Register national convention. The address is <http://hillcountrytriumphclub.org/vtr2019/>. This year's convention is October 6-11 in Dripping Springs, Texas. Git yer boots on and register and make hotel reservations.

Britain on the Green takes lead for British car shows

John Buescher led a productive planning meeting for Britain on the Green February 2 at Gunston Hall. CTR members turned out in force to hash out details and work that must be done before we park cars on the field April 28. John is focused on another great BOG, and we need to support him and CTR to continue making BOG the premier British car show in the mid-Atlantic region.

BOG is in preeminent standing this year because it will be the first British car show of the 2019 season in the region. This distinction had been held by the Williamsburg British Car Club, which would hold its show in early April. WBBC will hold its 19th Annual British and European Car Show May 4 in Williamsburg.

Let it snow, let it snow, let it snow

The weather in the North and Midwest has been nasty. Not only was it miserably cold and windy, the Polar Vortex brought tons of snow and freezing rain. We made a trip to Missouri recently and ended up with a quarter inch of ice in -3-degree temperatures. Then, 10 inches of snow fell on top the ice.

We're lucky not to have that type of weather here. There are wide variables in snowfall across the CTR region. Members

north of Washington, D.C., had lots of snow recently while those of us in the southern area were flake free.

Temperatures hit 70 in February around the region. Is that not top-down weather? While I don't have a Triumph convertible to put on the road yet, I did take the Herald estate out for a drive recently.

There is a good reason for getting our Triumphs on the road. The Herald does not start easily if it has been sitting for a long time. I'm sure this is a petrol issue, but it is very annoying to spend 15 minutes trying to start a car.

The solution is to drive your Triumph every chance you get — when the weather permits. If your Triumph is your daily driver, then you have to drive it like a mail carrier though snow, sleet, rain and ice and dark of night.

Drive on, my friends, and drive often.

Please welcome CTR's newest members:

- ◆ Jon and Patricia Stout of Middleburg, VA, who are looking for a TR3A or TR4
- ◆ Jeffrey Pevey and Jennifer Hollywood of Easton, MD, who drive a green 1971 TR6

Along with members who have recently renewed their CTR memberships:

- | | |
|--------------------|---------------------|
| ◆ Kenneth DeMatteo | ◆ Don Sheehan |
| ◆ Diane Page | ◆ Pete Farrell |
| ◆ Scooter Mauck | ◆ Carter Sensabaugh |



CTR Happenings

Winter and Spring Events

Later in February we will hold our annual Winter Dinner at the Crystal City Sports Pub in Arlington on February 17th. From February 16th through March 3rd, the Simeone Museum in Philadelphia will have a Best of Britain display marking Bentley's 100th anniversary. We will visit the museum on February 23rd which coincides with one of their Demo Days during which some of the museum's cars are started and driven.

Looking ahead to March, we will visit London Auto in Falls Church on March 9th for our annual tech session with them. This is always one of our best attended events, so plan to attend. On March 17th, we will have our bimonthly breakfast. On March 23rd, Paul Edelstein will conduct a Stromberg Carburetor Tech Session. Paul is extremely knowledgeable in this area, so you won't want to miss this event.

April will be a busy month for CTR. On the 7th we will have our first spring drive, the annual run down the George Washing-

ton Parkway. The Washington Auto Show is usually held in January, but has been moved to April for 2019. (Maybe we'll get some of the better attractions with the later date?) We'll plan to attend on April 12th, the show's final evening when it stays open later.

April also means it's time for our annual show, Britain on the Green, to be held at Gunston Hall on the 28th. We'll need help on April 24th and April 27th for the Stuffing Party and for set up at Gunston Hall. Britain on the Green is a major undertaking for the club and requires help from as many members as possible who are willing to volunteer their time planning and executing one of the best British car shows in the Mid Atlantic region.

The Williamsburg British and European Car Show will be held on May 4th at the Revolution Golf and Grille at the Shops on High Street in Williamsburg. Dan Mabon is planning a Mountain Road Tour as a memorial to Charles Runyan on May 11th in Armath, Pennsylvania. We've tentatively scheduled our May CTR breakfast for the 19th. British Car Week runs from May 25th to June 2nd.

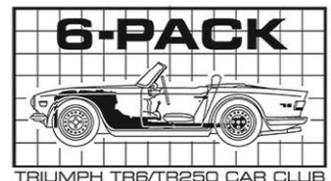
On June 1st, our friends in Delaware Valley Triumphs will cohost Cars and Motorcycles of England in Ft. Washington, Pennsylvania. The original British Car Day will be on June 2nd at its new location at Serra Valley Farms in Mt. Airy, Maryland. Moss Motorfest will be at their facility in Petersburg, Virginia on the 8th. The Sully Antique Car Show will be on the 16th in Chantilly, Virginia, while Triumphs Around the Chesapeake will hold their annual Brits by the Bay show at the Harford Winery on the 23rd of June.

More Events—it's up to You!

CTR was very active in 2018, hosting or participating in 30 events. Do you want more events? Consider hosting one, be it a drive on your favorite backroads or a visit to a destination you think CTR's gear heads might enjoy. It could be a social event, a tech session in your garage or a local shop, or even a Get Your Hands Dirty session to work on a Triumph project that requires extra hands or a bit of technical skill. Projects can be large or small. If you have an idea for a project, contact one of the CTR board members to get the ball rolling.

CTR's 2018 Brunch by the Bay event was very well attended. If there's interest, we'll schedule a second one for a Sunday in the spring.

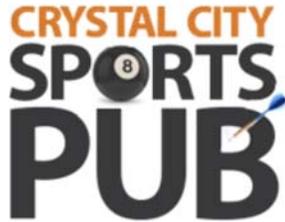
The Capital Triumph Register is a chapter of The Vintage Triumph Register and 6-Pack



CTR Winter Dinner

February 17th

Assuming that we aren't all encased in ice on Sunday, February 17th, the Capital Triumph Register will hold its annual Winter Luncheon from 12:30-2:30 p.m. at the Crystal City Sports Pub located at 529 23rd Street South in the Crystal City section of Arlington, Virginia. This is conveniently located a stone's throw from I-395 and not far from the Pentagon. There is ample free parking in a lot across the street as well as in the neighborhood. The Crystal City Sports Pub features an extensive \$16.00 brunch buffet in addition to their regular menu. We will be seated in a separate dining room on the second floor.



Based on past experience, the weather will either be 10 degrees and snowing a blizzard or sunny and 80 degrees or somewhere in-between, so dress and drive accordingly. In the event of a sketchy weather forecast, be on the lookout for an evite update that will reschedule or cancel the event.

We hope to see you there on another warm, sunny Sunday. Or otherwise. But either way, we hope to see you.

Simeone Museum Visit

February 23rd

On February 23rd, CTR will make what's become a more or less annual winter trek north to visit the Simeone Foundation Automotive Museum in Philadelphia as they hold their annual Best of Britain display, which will celebrate the 100th anniversary of Bentley this year. The event, sponsored by Ragtops and Roadsters, will celebrate the centennial of Bentley Motors Limited founded by W.O Bentley in Cricklewood, North London in 1919. Bentley became widely known as a builder of premium luxury cars and has held that position for the last century, not to mention their legacy of racing heritage earned by winning the 24 Hours of LeMans in 1924, 1927-1930 and again in 2003. The display will feature special Bentley Motorcars to represent a century of motoring.

But wait, there's more! February 23rd is a "Demo Day." Weather permitting, cars from the collection are driven in the large open area behind the museum. The theme for this Demo Day is "Great Britain: Land of Sports Cars!" And will include Vauxhall 30/98E, Squire, Aston Martin LM, MG K3, and Jaguar SS100. It's always exciting to see museum classics in motion (even if someone else is driving them).

SIMEONE FOUNDATION
AUTOMOTIVE MUSEUM

And as if this weren't enough, there's more yet. We will plan to join members of the Delaware Valley Triumphs at the museum and then for lunch afterwards. In past years they've taken us for Phillie cheese steak sandwiches (of course) and brews at a local restaurant called "Chickie and Pete's." Great food and conversation!

Philadelphia isn't that long a drive from DC, so plan on joining us on February 23rd. Additional details will be forthcoming in an evite. For more on the museum, check out their website: <http://www.simeonemuseum.org/>

Stromberg Carburetor Tech Session

(And Call for Future Tech Events)

March 23rd
Doug Dallhoff

Please join us for a special Stromberg Carburetor Rebuild Technical Session on Saturday, March 23. During this session, Paul Edelstein will demonstrate rebuilding a Stromberg 175 CD-2 carburetor with manual choke and will try to answer any questions you may have during the demonstration. The demonstration will take place in Lionel Mitchell's garage in Haymarket, Virginia.



There will be coffee, juice and doughnuts available in the morning and deli sandwiches and drinks will be available for lunch. So please join us for what promises to be a very well attended event. Specifics follow:

Description: Paul Edelstein will demonstrate rebuilding a Stromberg 175 CD-2 carburetor with manual choke.

Date: Saturday, March 23

Time: 10 a.m. - 3 p.m.

Location: Lionel Mitchell's garage, 7032 Venus Ct., Haymarket, VA 20169

Please also consider hosting a future Technical Session or a Get Your Hands Dirty (GYHD) event. It's a great opportunity to get that project started you've been putting off that might require additional sets of hands or a bit of technical skill. It's also an opportunity to share any technical expertise you may have with other Triumph enthusiasts. Projects and/or demonstrations can be large or small. Some ideas for these events include engine tune-ups and ignition timing, brake caliper rebuild, brake and/or clutch master cylinder rebuild, seat reupholstery, body repairs, differential rebuild, transmission removal and/or installation, after market radio installation, front end bushing replacement, shock replacement, trailing arm thread repair with Heli-coils, etc. The possibilities are endless. If you have an idea for a project, contact one of the CTR board members to get the ball rolling.

Volunteer for BOG 2019 Today!!!

Pete Farrell



Virginia Patriot and Our Host George Mason volunteered, so can you!

Join your Capital Triumph Register colleagues on Sunday, April 28th, at CTR's 22nd annual all British marque car and motorcycle show at historic Gunston Hall in Lorton, Virginia, the home of American patriot Colonel George Mason. Many CTR members are already hard at work preparing for the event. 30 volunteers are needed – 20 volunteers for 8:30 a.m. to 10:30 a.m. and 10 for 10:30 a.m. to 12:30 p.m.

Email me right now and let me know you want to help.

petefarrell@verizon.net

Pete Farrell, BOG Volunteer Coordinator.



London Auto Tech Session March 9th

London Auto Services Ltd., again has graciously invited CTR members to a Tech Session at their shop at 7718 Lee Highway in Falls Church, VA on Saturday March 9th from 9:30 a.m. to 2:00 p.m. Nick Vadala and his technical service team will hoist a club member's car to conduct an inspection of the car's undercarriage and explain mechanical issues that may arise. Following the car's inspection, London Auto techs will lead an informative session that may include a discussion of the car's suspension, carburation, or electrical issues.

We are looking for a club member to volunteer a vehicle for the inspection: a TR4 (IRS), TR250, or TR6. If you would like to volunteer, please contact John Buescher at 703-475-5609, or email: jbuescher1616@gmail.com.

There will be coffee and donuts served in the morning and the tech session will wrap-up with a delicious cookout with burgers, hot dogs, and beverages supplied by London Auto. This event is always one of our best attended tech sessions and a great opportunity to learn more about your car from the people who know British cars the best. Our thanks to Nick and his great team of technicians for their continuing hospitality and support.

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Charles Runyan Memorial Mountain Road Tour May 11th

A Mountain Road Tour is being organized as a memorial to the late Charles Runyan, proprietor of the Roadster Factory and the Coventry Inn, who passed away in December.

Although the road tour will begin and end at the Roadster Factory in Armagh, Pennsylvania, the event is being independently organized by Dan Mabon whose road tours were a feature of TRF summer parties.

The tour is planned for May 11th departing the Roadster Factory at 9:00 a.m. The destination is Horseshoe Curve, about an hour and a half away by mountain roads. There will be a break at Horseshoe Curve to allow for bathroom, stretching, snacks, and visiting trackside in the park at the top of a funicular railway. For more on Horseshoe Curve National Landmark see <https://www.railroadcity.com/visit/world-famous-horseshoe-curve/>

After leaving Horseshoe Curve, the tour will travel down the mountain to Cresson for lunch. After lunch, the tour will return to the Roadster Factory which is about an hour's drive from Cresson.

The route will be similar to the one used in the 2018 Roadster Factory Summer Party. While the route was enthusiastically received, it is one that Charles Runyan never had the opportunity to enjoy before his passing.

Much of the activity is still in the planning stage; however, Dan Mabon has set up a Facebook event page. Search for Charles Runyan Memorial Mountain Road Tour, <https://www.facebook.com/events/369824627080270/> Dan can be reached at danmabon@gmail.com for additional information



CTR Breakfast March 17th

Our January breakfast was snowed out, so we'll try again in March. Our next breakfast get-together will be at 9:00 a.m. on Sunday, March 17th, St. Patrick's Day, at Primo's which is located at 1636 Belle View Boulevard, Alexandria, VA 22307 in the shopping center at the intersection of Belle View Boulevard and Fort Hunt Road. Meet fellow CTR members, discuss Triumphs, and generally enjoy a quiet Sunday morning. As a reminder, you don't need a Triumph to attend and participate. But it is usually a chance to check out a few Triumphs in the parking lot, ask questions, and compare notes. We hope to see you there with or without a Triumph for a chance to socialize and talk LBCs.

Trending with CTR News of Members in Brief



Matt Offen's TR3A spends its first night in Matt's new garage. It looks like the cedar-lined garage perhaps has room for a few more cars and maybe a lift?

BOG 2019 Planning



Meeting February 2nd John Buescher



The kickoff planning meeting for BOG 2019 was held on Saturday, February 2, at Gunston Hall. It was well attended by 15 hardy CTR members and had a rousing discussion with valuable inputs from all who attended.

Gunston Hall staff provided an update of ongoing activities and there are a lot. First, the Visitor's Center is undergoing a building renovation to include new roof, new windows, and many other upgrades. These renovations have been in the planning for over three years and are expected to add to the experience of those visiting Gunston Hall. Building construction is expected to be completed by March. Unfortunately, the galleries inside the Visitor's Center are not expected to be completed until June. Additionally, Fairfax County is connecting Gunston Hall to their water supply beginning next month and should be completed by time of BOG. Finally, the gardens in the rear of the mansion are being totally renovated. Work will start in April.

This year we are not going to have a featured marque. Instead, as recommended by Lionel Mitchell, we are featuring vintage cars from 1969 in a special display on the show field. So far, we have identified two 1969 cars: Stetson Tinkham's TR6 and Jaime Steve's Jaguar E-Type and potentially a Land Rover. We are reaching out to other car clubs to identify other 1969 cars.

Because of the issue we had with same day registration, Roger Morrison and Lionel Mitchell have developed an upgraded same day registration process. It will include additional volunteers and dedicated people to ensure cars are properly registered in the proper car class and assigned valid car numbers. We are expecting a much smoother and timely same day registration process.

This year we are changing our online registration application. We will discontinue the use of MOTOSHO and will be using Eventbrite software to conduct online registration. Eventbrite was determined to be an easier application to use and roughly the same price. Further, this software has been used by various other car shows, athletic events, and by Gunston Hall with positive results.

For balloting, we will continue to use Survey Monkey for electronic balloting counting. The club has been working with an undergraduate group from GMU (who are in an IT management class with our one and only Professor Peter Farrell) in an effort to count ballots faster. The students have recommended a method that includes a "hot spot" and dedicated router. The club will be purchasing the equipment and testing its effectiveness in March with the assistance of the students. We will setup a voting tent on the show field this year to more rapidly gather participants' votes. Our end goal is to have an earlier awards ceremony.

The planning committee is especially proud to continue to include the Hagerty Youth Judging Award Program which will be coordinated by Sandy Thomson and sons. This event is another way that the club is attempting to encourage our youth to become more interested in British cars and continue our love for these automobiles. Additionally, BOG is continuing the Kid's Entertainment Tent, which proved to be a well-received event, and will be being coordinated again by Sharon Edelstein. THANK YOU Sharon! These activities help set BOG off from other car shows and makes our show more of a family event!

The club has contracted for two food vendors which we used at last year: Thistleberry Farm Bakery (breakfast items) and Will's Place (Puerto Rican dishes). We continue to search for two other food trucks. If you have any recommendations, please email your ideas to John Buescher at jbuescher1616@gmail.com.

As a side note, with all the wet weather we experienced, the Club has planned a backup location at Gunston Hall as BOG is a rain or shine event. If the show field becomes water logged and unusable, we have determined that the parking lot behind and to the left side of the Gunston Hall Visitor's Center is capable of parking approximately 140 cars and several food trucks. We envision that the show will be moved there. Patrick Carter, both Field Marshal and Field Layout Coordinator, has developed a contingency layout plan to have "in our hip pocket," just in case of rain.

Again, if you have an idea(s) to make BOG 2019 even better, please email your ideas to John Buescher at jbuescher1616@gmail.com. All ideas are encouraged and welcomed!



Above and below: John Buescher leads the BOG planning discussion



Annual Capital Triumph Register Awards Brunch

January 20th

The Capital Triumph Register held its annual Awards Brunch and business meeting on Sunday, January 20th at Clyde's at the Mark Center in Alexandria.

CTR continued a number of special awards instituted last year as annual presentations. Foremost among these is the Bill Goodwin Spirit of Driving award, which was endowed by Carol Goodwin in memory of her late husband who was well known for, as Stephen Oertwig would say, driving on and driving often. Bill regularly took part in Round Britain Reliability and Ten Country Runs in Europe as well as CTR and other driving events throughout the Mid-Atlantic. This year the award presented to Bob Fox who is a mainstay at CTR driving events. Bob's attitude exemplifies the ideal of enthusiasm and excellence in preserving the Triumph spirit and inspiring others to enjoy the pleasure of driving.

The Triumph over Adversity award honored someone who remained calm, overcame the odds, and drove on when faced with motoring chaos. The award was presented to Diane Page who continues to drive her TR3A despite the car's determination to test her perseverance. In 2018, the car forced her out of the Horse Country Drive with overheating issues, but she drove home regardless. Later in the year, it left her without brakes after the Fall Foliage Tour, but once again she drove home regardless. Diane is determined not to be a candidate for this award in 2019.

Two additional special awards were presented. Alex Attard was recognized for outstanding participation by a new member and Maureen and Jay Donn were recognized for participation in the most club events without benefit of a road-worthy Triumph. Well done!

As has been our tradition for many years, CTR also recognized members who participated in a significant number of club events during the year or who earned participation points by organizing events, writing articles for the newsletter, recruiting new members, and the like. For the 2018 season, Certificates of Recognition were awarded to: Art and Sue Fournier, Stephen and Ho Yong Oertwig, John and Sara Buescher, Lionel and Nancy Mitchell, Roger and Peggy Morrison, Tom and Mary Burke, Ben Cheshire, Bob Fox, the Thomson family, Christopher Yurasko, Pete and Lenore Farrell, Paul and Sharon Edelstein, Mike Roe, Doug and Marie Dallhoff, Bruce and Loretta Metcalf, Alex Attard, Beverly and David Dougherty, Jim Moscardini, Dick and Carole Burk, Art Quintana, Walt Seedlock, Bruce Hislop, Ben and Susan Pontano, Rick Tinker, Tim Shalvey, Diane Page, Alan Stiley and Linda Hollingsworth, Steve Mumma, Stan Olownia, Rich Smalling, Patrick Carter, Stetson Tinkham, Sheila Skipper,

Stuart Diekmeyer and Jeneanne Hunter, Arleigh and Stevi Cottrell, Richard and Janet Pace, Maureen and Jay Donn, Phil and Mary Lynn Slayden, Rich and Joanne Wilkins, Andrew and Elizabeth McGinley, and John Puckett. Congratulations to all; keep up the good work in 2019! If you were unable to attend the Awards Brunch, your certificate is available from CTR vice president Pete Farrell.

A Vintage Triumph Register 2018 website award was presented to Christopher Yurasko, our webmaster, for his efforts in keeping CTR's website meaningful, timely, and up to date.

In addition to the awards, there were numerous door prizes donated by our Britain on the Green sponsors. These ranged from T-shirts and ball caps to some seriously nice merchandise. Thanks to all our BOG sponsors for your generosity and support!

Finally, thanks to Stephen Oertwig for making the arrangements with Clyde's and to Clyde's for their excellent service. While attendance at the Awards Brunch was outstanding, the day's very cold weather and salt covered roads meant that not a Triumph was to be seen.



Above: Bob Fox receives the 208 Bill Goodwin Spirit of Driving award from CTR president Stephen Oertwig

Below left: Ho Yong Oertwig

Below right: John Buescher reports on preparations for Britain on the Green 2019





Top left: Diane Page proudly displays her 2018 Triumph over Adversity award

Bottom right: Stephen Oertwig presents Jay and Maureen Donn a certificate recognizing their outstanding participation in CTR events without benefit of a roadworthy Triumph

Top right: Alex Attard is recognized for noteworthy participation by a new member

Bottom right: Christopher Yurasko receives a Vintage Triumph Register 2018 outstanding website award

Coverage of the Awards Brunch is continued on page 10

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A Few of the 2018 CTR Certificate of Recognition Recipients



Stetson Tinkham



Walt Seedlock



Dick and Carole Burk



Bob Fox



Bruce and Loretta Metcalf



Lionel Mitchell



Roger Morrison



John Buescher



Art Fournier



Stephen and Ho Yong Oertwig



Alan Stiley and Linda Hollingsworth

Impromptu Drive

January 27th

When the weather's good in the winter you have to take advantage of it. Lionel Mitchell suggested an impromptu drive for January 27th and several people responded to his call. The group met in Haymarket, Virginia, then took back roads to The Plains where lunch was enjoyed at the Front Porch restaurant. After lunch, Jaime Steve took the lead on some outstanding back roads through and beyond Middleburg. Following a visit to a private car collection, the group meandered through Upperville to Delaplane. After a break in Delaplane, part of the group went over Naked Mountain to Marshall. Not everyone drove Triumphs or LBCs; there were a couple of American cars in the mix to enjoy a nice day in January. On hand were Paul Edelstein, Art Fournier, Lionel Mitchell, Stan Olownia, John and Ethan Puckett, and Jaime Steve.



Above: Art Fournier, Jaime Steve, and Paul Edelstein enjoy a chance to stretch their legs at the antique store in "downtown" Delaplane in Northern Virginia's horse country. After the rest stop and a quick visit to the antique store, Lionel, Paul, and Jaime pressed on to go over Naked Mountain before heading to Marshall.

Everyone enjoyed the impromptu drive. Expect more of these to take advantage of breaks in the winter weather.



*Above: Stan Olownia, Art Fournier, and Jaime Steve with a British flag he just happened to aavee in his Jaguar XJS.
Below: Stan Olownia, Lionel Mitchell, and Jaime Steve with the LBCs in Haymarket*



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George Washington Parkway Run

April 7th
Art Fournier

CTR's more or less annual George Washington Parkway Run returns on Sunday, April 7th. The GW Memorial Parkway is definitely one of the more scenic roads to be encountered inside the Washington Beltway. In addition to being a major commuter route during the week, this landscaped road is also a national park and a really pleasant drive on weekends.

As we have done the past few years, we will meet at Katie's Coffee House located at 760 Walker Road, Great Falls, Virginia 22066, instead of along the Parkway itself. We will meet at 9:45 and plan to be on the road by 10:15 AM. We will have a pit stop at the Columbia Island Marina located near the Pentagon before completing the run down the southern portion of the Parkway. After the run, we will have lunch as a group at a location to be determined in the Alexandria area.

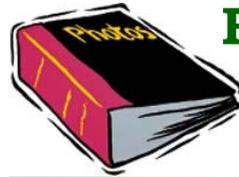
There will be no side trip into the District as we have done in some years. Instead, we'll stay on the Virginia side of the Potomac and out of DC traffic. April 7th falls right in the middle of this year's Cherry Blossom Festival, a time when it's best to avoid traffic around the Tidal Basin and memorials.

Look for an evite as the date gets closer or RSVP to me at artfournier@comcast.net or 410-535-0690. Hopefully we'll have great spring weather for this annual road tour!

Spitfire Hoard



"Barnfinds.com" recently highlighted a hoard of 12 Spitfires at a farm in North Brookfield, Massachusetts. The cars were offered for sale as a single lot with a "make offer" list price. It makes owning one or two (or three) British cars seem perfectly reasonable.



From Your Photo Album



A very young Ho Yong Oertwig preparing to drive cross country in a Honda Civic with a Triumph Herald frame on its roof. Ho Yong was following husband Stephen in a Triumph Sports 6 while several months pregnant with their son Herald.

Vintage Triumph Register National Convention
<http://hillcountrytriumphclub.org/vtr2019/>
 October 6-11, 2019



Handy Home Made “Bolt Cards” to Reduce Confusion During Your Triumph Restoration

John Brock

Restoration projects are lots of fun, but many are not completed due to a myriad of reasons, most of which involve some deficit of time and energy in the face of numerous compounding small glitches. I’m restoring a ‘72 Triumph GT6 and a side benefit, positive spin here, is that I’m being faced with some life lessons about how not to get overwhelmed by the magnitude of a large, complex, multi-year project. One realization is that an accumulation of minor frustrations is more likely to wear down resolve than are major tasks that can usually be understood and overcome with a big concerted push and maybe some focused outside help.

The tips aimed at easing restoration projects that I see in magazine articles are spot-on, and I appreciate this practical wisdom more and more as my project progresses. Here are a few examples: take lots of pictures during disassembly, put everything on casters, “bag and tag” and organize all parts using a written inventory, and buy parts as you need them, not all at once ahead of time. In my experience, these good practices, particularly careful organization and archiving of every part removed, especially diverse small hardware items, can really minimize gump-tion-sapping roadblocks. After all, one missing little bolt or screw can leave you completely stymied and result in a loss of precious weekends and evenings of productive garage time.

Admittedly, the librarian aspects of a restoration project are not a real blast, take patience and discipline, and can easily be forgone in the excitement of more fun and rewarding wrench work. This point was driven home recently while rebuilding my GT6 engine, when I began to reassemble the front end of the block, a task that involves many very similar but slightly differing bolts and screws that all need to end up in the right place. Staring in confusion at a pile of dirty fasteners, I realized that simply tossing this hardware in a zip-loc bag years ago was insufficient given the state of my grey matter.

Fortunately, there is a beautiful concept called the “parts car” and I have one out behind the house in the woods, a ‘70 GT6, which sat there in the snow with all those pesky bolts and screws still intact. Humbled by my earlier cavalier approach and weak recollection, I came upon the idea to make a customized “bolt-card”. Here are the steps; if you have a digcam and PC handy it’s actually quite easy to create one for any subassembly:

1. Take a picture of the mechanical “region of interest” – in my case that was the front of the engine.
2. Transfer the picture to your PC and paste the resulting jpeg into a PowerPoint slide. Using “text boxes” I numbered all the bolt holes, but that that’s not really necessary (Figure 1).

3. Print the PowerPoint slide (page size) and scotch tape it to a slightly larger piece of cardboard, then use clear packaging tape to cover the entire image.
4. Use a box cutter to cut an “X” at each bolt hole, resulting in a ready-to-use tailored bolt-card.

Next, while stripping the parts car of the needed fasteners, I plugged them into the right spots on the bolt card, thereby reducing ambiguity to zero, just as if the patron saint of mechanics everywhere had blessed my project (Figure 2)! After this episode it dawned on me that it would be easy enough and very helpful to take strategically positioned pictures and make such targeted bolt-cards during the disassembly phase of any restoration project, and use them to add high resolution to the “bag and tag” approach to tracking parts. If anyone involved in mechanical work on a Triumph likes this approach and is willing to send me the resulting pictures, I’d be happy to create an archive of them for use by the CTR community.

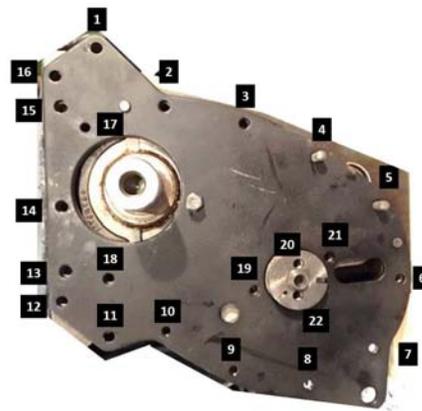


Figure 1

The reference picture

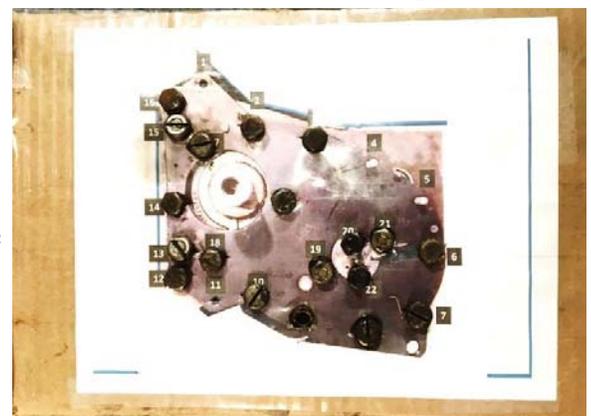


Figure 2

The bolt card with each bolt and screw in the right place

UPCOMING EVENTS

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

- Feb 17 - Winter Dinner *CTR*
- Feb 16-Mar 3 - Simeone Museum Best of Britain celebrating Bentley’s 100th anniversary
- Feb 23 - CTR Simeone Museum visit *CTR*
- Mar 5 (new date) - CTR Executive Steering Board Meeting, Arlington, VA
- Mar 8 - Deadline for the March issue of *The Standard*
- Mar 9 - London Auto Tech Session *CTR*
- Mar 17 - CTR Breakfast *CTR*
- Apr 7 - George Washington Parkway Run *CTR*
- Apr 5-14 - Washington Auto Show
- Apr 12 - CTR Night at the Washington Auto Show *CTR*
- Apr 12 - Deadline for the April issue of *The Standard*
- Apr 24 - BOG Stuffing Party
- Apr 27 - BOG Set Up at Gunston Hall
- Apr 28 - Britain on the Green *CTR*
- May 4 - Williamsburg British and European Car Show
- May 7 - CTR Executive Steering Board Meeting, Arlington, VA
- May 10 - Deadline for the May issue of *The Standard*
- May 11 - Charles Runyan Memorial Mountain Road Tour, Armagh, PA
- May 17-19 - Carlisle Import and Performance Nationals
- May 19 (Tentative) - CTR Breakfast *CTR*
- May 25-Jun 2 - British Car Week
- Jun 1 - Cars and Motorcycles of England, Ft. Washington, PA
- Jun 2 - The Original British Car Day, Mt. Airy, MD *CTR*

*** Much More to Come ***

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



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you’re interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the “Capital Triumph Register.” Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.



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@CapitalTriumph

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.

We have moved away from having to manage



CL003 for CTR



CL027 for BOG

club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you’ll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not shown on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.

Trending with CTR

News of Members in Brief



Alan Stiley, John Buescher, and Paul Edelstein at Diane Page's recent retirement party. Also on hand from CTR were Linda Hollingsworth, Sara Buescher, Sharon Edelstein, Sheila Skipper, Lionel and Nancy Mitchell, and Bob Fox. Now Diane has more time for her TR3A.



Above: Pete Farrell's TR6. Pete took advantage of a sunny, warm February day for a top-down drive to Kidwell Farm in Frying Pan Park near Herndon, Virginia

Right: Lionel and Nancy Mitchell's grandsons Holden Mitchell Azucar (19 months) and Uriah Lionel Azucar (age 4) share their grandfather's interest in fine automobiles. But that looks more like a Jaguar than a Triumph!



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Drive Your Triumph Day February 10th

International Drive Your Triumph Day has become an established annual tradition for February 10th, the anniversary of Sir John Black's birthday. Sir John the imperious managing director of the Standard Motor Company saved Triumph from oblivion by purchasing the company's name and bomb-destroyed factory in 1944. Under his leadership, many of the models we think of as synonymous with the Triumph marque came into being.

February 10th is a bit of a problematic date. Five times out of seven it's on a weekday instead of a weekend. And it's in the winter when many of our cars are stored away while the roads are covered with salt and ice. But this year, the fates smiled on us and the 10th fell on a Sunday and the weather, while not perfect, was pretty darn good. Consequently, last minute plans for the Capital Triumph Register's celebration of Drive Your Triumph Day aligned and we had an excellent mid-winter driving event.

The day began with breakfast at the Primo Family Restaurant in Alexandria, during which we presented Jim Nicopoulos, proprietor of the restaurant with a CTR patch for his patient service to CTR over the years. The patch was immediately stapled to the wall joining the dozens of others Jim has collected from groups that frequent his restaurant. Car talk during breakfast spilled out into the parking lot while we waited for Stephen Oertwig, CTR's president and the host for the day's activities. (Steve's day got off to a bad start, but that's another story.)

A dozen or so Triumphs (and a classic Alfa Romeo) left the restaurant and headed down the George Washington Parkway in search of a photo op location. We found two: a pull off by the Potomac River and the front gates of Mount Vernon itself. At the pull off, we were able to convince someone sleeping in his SUV to move so that we could arrange the cars for a group photo by the river. And at Mount Vernon, the drop off area by the visitor center was empty with not a tour bus in sight.

Our mission complete, most of us proceeded to our final destination for the day, the Fair Winds Brewing Company in Lorton where we lifted pints in a toast to Sir John. There was one late arrival at the brewery, Diane Page in her TR3A, who kept Stephen Oertwig from the dubious distinction of being the last person to arrive at an event he organized. Seriously, thank you Steve for arranging a great way to spend a winter Sunday.

Participating were Christian Ballester (TR6), John Buescher (TR6), Doug Dallhoff (TR6), Beverly and David Dougherty with friends from Connecticut, Pete Farrell, Art Fournier (TR8), Glenn Minucci (the Alfa), Lionel Mitchell (TR6), Roger and Peggy Morrison (TR6), Stephen and Ho Yong Oertwig (2000 saloon), Diane Page (TR3A), Mike Schauer, Walt Seedlock, David Stahlman (TR8), Barry Stoll (TR6), and Doug Walls (Spitfire Mk 3).

By the way, if you drove your Triumph in a solo activity, don't forget to send a photo to driveyourtriumphday@gmail.com and send one to CTR as well.



*Top: The CTR crowd socializing at breakfast
Center: CTR vice president Pete Farrell presents Primo's proprietor Jim Nicopoulos a CTR patch
Bottom: Walt Seedlock, Barry Stoll, Doug Walls, and Glenn Minucci check out Doug's modified Spitfire*



Scenes from the parking lot at Primo's
Left top: Doug Walls, Mike Schauer, and Lionel Mitchell
Left center: Stephen Oertwig, Roger Morrison, and David Stahlman
Left bottom: John Buescher, Christian Ballester, and Doug Dallhoff
Above: Triumphs everywhere!

A logo for the 6-Pack Gateway Trials 2019. It features a stylized archway over the year "2019" in a red vertical bar. The background is a Union Jack flag. Below the archway, the text "6-Pack Gateway TRIals" is written in a red box. Underneath that, "October 3-6, 2019" is written in black. At the bottom, the website "http://www.6-pack.org" is written in blue.

2019
6-Pack Gateway TRIals
October 3-6, 2019
<http://www.6-pack.org>

CLASSIFIED

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

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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravell@yahoo.com

TR4A AMCO Top for sale, new... in the box. \$250. Contact Brian at shobud@msn.com or 703-919-7125



1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

1956 TR3 for sale with approximately 50K original miles. Repainted BRG and reupholstered. If interested, contact Roger Morrison at roger.morrison.1@verizon.net or 703-901-4107 for additional details.

Set of 4 TR8 wheels and tires for sale. Wheels refinished. Tires are two-year old 185/70 R 13 Kumho Solus TA 11 with approximately 6K miles on them. \$550. Also available second set of 4 TR8 wheels with older tires. Wheels need refinishing. \$250. Contact Art Fournier at artfournier4@gmail.com or 410-535-0690



For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$20 per pair - contact Patrick Carter (202-285-7031 or PCarter.dc@gmail.com) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



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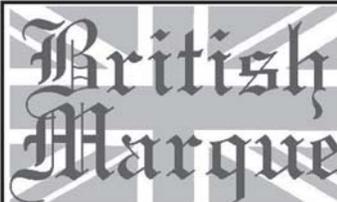
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THE STANDARD

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The Vintage Triumph Register

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



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CTR and BOG are on Facebook.

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

Signs of the Times



Triumph Trivia

Christopher Yurasko

Which had a larger engine, the first Triumph (10/20) or last Triumph (Acclaim)?



Answer:

The 1921 Triumph 10/20 had a 1,393 cubic centimeter displacement compared to the 1984 Acclaim's 1,335. It also wins in styling and auction prices.



Capital Triumph Register, Ltd. Membership Application / Renewal

Name: _____ Spouse/Partner: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

Work Phone: _____ Email Address: _____

Triumphs owned (Year/Model/Color): _____

Dues: 1 year \$25.00 or 2 years for \$40.00 - Electronic Newsletter
1 year \$35.00 or 2 years for \$60.00 - Paper Newsletter

Newsletter Choice: Electronic Paper

Amount Enclosed (payable to "CTR"): _____

Please complete and return this form with your payment to:

Roger Morrison, CTR
3413 Mansfield Road
Falls Church, VA 22041

Or you may apply or renew by paying on-line at the CTR website:

<http://capitaltriumphregister.com/ctr-membership/>



THE STANDARD

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Volume XXXI, Number 3, March 2019



Artist Joseph Craig English describes his 2019 Britain on the Green commemorative poster during the February 17 CTR winter luncheon held at the Crystal City Sports Pub in Arlington, Virginia. The poster features Robert Morris' 1954 Allard which took best of show honors at BOG 2018. For more on the winter luncheon, see page 12.

PAGES 1 and 12 - Winter Luncheon; PAGE 2 - From the President; PAGE 3 - CTR Happenings; PAGE 4 - Stromberg Carb Tech & Timing Tech Sessions; CTR Breakfast; GW Parkway Run; PAGE 5 - Be a BOG Volunteer; BOG Update; DC Auto Show; PAGE 6 - CDC Autocross; Memorial Mountain Tour; PAGES 7 & 9 - Trending with CTR; PAGE 8 - Drive Your Triumph Follow Up; PAGE 10 - London Auto Tech Session; PAGE 14 - Events; CTR Regalia; PAGE 15 - Little LBCs; PAGE 16 - Garage Spot: Gasoline Tech Tips; PAGE 17 - Garage Spot: TR6 Transmission Access; PAGE 18 - Simeone Museum Visit; PAGE 20 - News from VTR; PAGE 21 - John Haynes; PAGE 22 - Classifieds; PAGE 23 - Club Info; PAGE 24 - Odds and Ends



From the President

By Stephen Oertwig

Countdown to Britain on the Green

Britain on the Green is the much-discussed topic of conversation lately whenever Capital Triumph Register members gather.

John Buescher, BOG chairman, has been busy with sponsors, food trucks and the hundreds of details that make BOG successful. CTR vice president Pete Farrell has put the word out about needing volunteers for the stuffing party, setup, and at BOG itself.

Everyone is reminded to register before it's too late. Early registration is the deciding factor for classes. Register at the Britain on the Green website at: <http://www.capitaltriumphregister.com/bog/>

A special display focused on the British cars of 1969 is in the works this year to provide some historical content to what happened 50 years ago. The TR6 was introduced in 1969.

1959 was a very good year

1959 is a year that hold special memories for me. My first Triumph was a 1959 TR3A, commission number 36271L. Everyone needs to experience the joy of hand cranking to start a car. Or the luxury of side curtains.

1959 also is a historic year for British cars. The Triumph Herald was rolled out that year. The Mini took the streets by storm. You could have a classy Riley 4. If you wanted a big engine, then buy the Vanden Plas Princess. Alas, the only car by the same name around today is the Mini, now owned by BMW.

Proper sendoff for the Johnsons

We had a great gathering for the winter luncheon. Karl and Penny Johnson were there to tell us about their plans to move to Florida. Karl and Penny are original members from when CTR was organized 30 years ago. We will miss Karl's and Penny's help at BOG, but their son, Brian, is moving the Stag to Philadelphia. He may need volunteers to help get the Stag on a trailer because it does not start.

Joseph Craig English also attended the winter luncheon and unveiled the 2019 Britain on the Green poster with the Allard.

A chance to see the next best of show is great incentive to volunteer for Britain on the Green.

Mark your calendars

Tom Burke and Doug Dalhoff have been busy planning upcoming events that offer something for everyone. Not everything

CTR members do revolves around getting greasy and lying flat on a garage floor.

We're planning regional events to allow everyone the chance to participate in CTR events. Check the CTR webpage and the Standard for upcoming events in Maryland and Virginia and those central to the Washington, D.C., area.

Specialty Lucas parts

April Fool's stories are appearing already in club newsletters. My friends from Southern California, where it is always top-down weather, recently featured Lucas Part Number 54953043, Replacement Wire Harness Smoke. It only is available for positive earth cars.

I asked a friend who lives in England if could find me a bottle of this often-required replenishment. He said the kits were supplied surreptitiously to Lucas factory technicians as a troubleshooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit that has released its original smoke, until the leak is located and repaired. The effected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British car technician to meter the precise amount of genuine Lucas smoke required by the circuit.

I'm taking orders if anyone needs replacement smoke. Cash in advance, please.

Welcome new members

It always is thrilling to gain a new member to CTR. At the March 9 London Auto open house, we welcomed Steve Michalak. I also was honored to meet Stephanie Westerman and her husband, Mike Dean. They helped provide some of the history of CTR events long before I joined in 2004. Sam Earle drove in from West Virginia and Al Ames made it out of the snow in the Luray area.

It was great to see everyone. I also hope to see more of CTR's renewing members. It is understandable that people who move from the area will join other Triumph clubs. Or, some people have sold their Triumphs and don't see the reason to remain members of CTR.

Having a Triumph is not a requirement to be a CTR member. As I believe firmly, we are a group who enjoys the company of others who appreciate Triumph cars. It's all about friends and family, not the cars.

Having a Triumph is just a bonus. Any member who is looking for a Triumph, or another Triumph (can there be too many?), just needs to look in the Standard classifieds. There is a Triumph with your name on it.

It is fun to drive a Triumph. I've found that they need to be driven often because if a Triumph sits, it is hard to start. With daylight saving time here, now there is more time to work on Triumphs and drive on and drive often.

Please welcome CTR's newest members:

- ◆ Christian and Stephanie Ballester of Arlington, VA, who drive a red 1973 TR6

Along with members who have recently renewed their CTR memberships:

- ◆ Wayne Winterling
- ◆ Doug Walls
- ◆ Al Ames
- ◆ Dick Durq
- ◆ Marc Botzin
- ◆ Corey Zimmerman
- ◆ Christopher Yurasko
- ◆ Stephen Prior
- ◆ Ken Harwood
- ◆ Bob Fox
- ◆ Paul Edelstein
- ◆ Carl Aslaksen



CTR Happenings

Spring Events

On March 17th, we will celebrate St. Patrick's Day with our bimonthly breakfast. Then on March 23rd, Paul Edelstein will conduct a Stromberg Carburetor Tech Session. Paul is extremely knowledgeable in this area, so you won't want to miss this event.

April will be a busy month for CTR. On the 7th we will have our first spring drive, the annual run down the George Washington Parkway. The Washington Auto Show is usually held in January, but has been moved to April for 2019. (Maybe we'll get some of the better attractions with the later date?) We will attend on April 12th, the show's final Friday evening when it stays open later.

April also means it's time for our annual show, Britain on the Green, to be held at Gunston Hall on the 28th. We'll need help on April 24th and April 27th for the Stuffing Party and for set up at Gunston Hall. Britain on the Green is a major undertaking for the club and requires help from as many members as possible who are willing to volunteer their time planning and executing one of the best British car shows in the Mid Atlantic region.

The Williamsburg British and European Car Show will be held on May 4th at the Revolution Golf and Grille at the Shops on High Street in Williamsburg. Dan Mabon of the Roadster Factory is planning a Mountain Road Tour as a memorial to Charles Runyan on May 11th in Armagh, Pennsylvania. Our next Tech Session will be hosted by Barry Stoll on May 18th and cover engine tune up and timing. Our May CTR breakfast will be held on the 19th. Wrapping up the month, British Car Week will run from May 25th to June 2nd.

On June 1st we will hold our 4th annual CTR Spring Rally in Southern Maryland. Once again this will be a "fun rally" in which you answer questions about what you see along the route. Also on June 1st, our friends in Delaware Valley Triumphs will

cohost Cars and Motorcycles of England in Ft. Washington, Pennsylvania. The original British Car Day will be on June 2nd at its new location at Serra Valley Farms in Mt. Airy, Maryland. Moss Motorfest will be at their facility in Petersburg, Virginia on the 8th. The Sully Antique Car Show will be on the 16th in Chantilly, Virginia, while Triumphs Around the Chesapeake will hold their annual Brits by the Bay show at the Harford Winery on the 23rd of June. On the 29th, we are planning to attend BritFest 2019 which will be held at the Maryland State Fairgrounds in Timonium. The event includes a British car show and is designed to bring together "all things British" including the food, the beer, the sports and activities, the crafts and the music. To learn more on BritFest, see: <https://www.mt.cm/britfest-2019>

Looking way ahead to July, we are planning our second Brunch By the Bay on July 14th. Once again we'll plan to visit Pirate's Cove in Galesville, Maryland.

More Events—it's up to You!

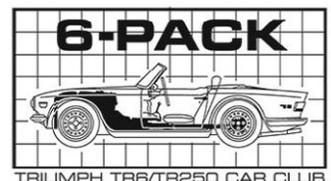
CTR was very active in 2018, hosting or participating in 30 events. So far, we're on course to exceed that in 2019. Our event directors, Doug Dallhoff and Tom Burke, have a lot of great ideas for events throughout the year: more tech sessions, drives, and road trips are already in the works. For example, a visit to the St. Michaels Concourse in September and US Oyster Festival in October are being planned.

But we can always use more ideas for events? Consider hosting one, be it a drive on your favorite backroads or a visit to a destination you think CTR's gear heads might enjoy. It could be a social event, a tech session in your garage or a local shop, or even a Get Your Hands Dirty session to work on a Triumph project that requires extra hands or a bit of technical skill. Projects can be large or small. If you have an idea for a project, contact one of the CTR board members to get the ball rolling.

Moss Motoring Challenge

How many of you are signed up for the Moss Motoring Challenge? The challenge provides a great excuse to get in your Triumph and drive. Many of the "destinations" in this road-going scavenger hunt can easily be found here in the DC area. For more details and to register, see their website: <https://mossmotors.com/motoring-challenge> Spring is just about here, so get out there and drive your LBC!

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



Two Tech Sessions

Carb Rebuild March 23rd

Engine Tune-Up/Timing May 18th

Doug Dallhoff

Please join us for a special Stromberg Carburetor Rebuild Technical Session on Saturday, March 23. During this session, Paul Edelstein will demonstrate rebuilding a Stromberg 175 CD- 2 carburetor with manual choke and will try to answer any questions you may have during the demonstration. The demonstration will take place in Lionel Mitchell's garage in Haymarket, Virginia.



There will be coffee, juice and doughnuts available in the morning and deli sandwiches and drinks will be available for lunch. So please join us for what promises to be a very well attended event. Specifics follow:

Description: Paul Edelstein will demonstrate rebuilding a Stromberg 175 CD-2 carburetor with manual choke.

Time: 10 a.m. - 3 p.m.

Location: Lionel Mitchell's garage, 7032 Venus Ct., Haymarket, VA 20169 Note detour to Venus Court due to closure of Haymarket Drive. Follow detour signs to Mercury Avenue, then to Haymarket Drive."



In addition, as a follow-on to the Carburetor Rebuild Technical Session, we also have an Engine Tune-up/Timing Technical Session scheduled for Saturday, May 18. Choosing the instant that the fuel charge in the cylinder is ignited is one of the most critical adjustable elements in achieving optimum output from your internal combustion engine. This Tech Session will review the conversion of fossil fuel to mechanical power in our Triumph engines. During this session, Barry Stoll will address the electrical side of this process in depth. Barry will look at the ignition system in general and discuss how it can be "tuned" through component substitution/replacement and adjustment. Since the most adjustable variable is that of ignition timing, Barry will discuss how to determine when ignition should occur under a variety of operating conditions and will discuss and demonstrate a variety of techniques for making and measuring this adjustment. There will be coffee and doughnuts available to kick off the tech session. This is a great opportunity to get your Triumph engine in optimum running condition and ready for Spring driving. Specifics follow:

Description: Barry Stoll will discuss and demonstrate engine tune-up and ignition timing.

Time: 9:30 a.m. - 12:30 p.m.

Location: Barry Stoll's garage, 6424 Vale St, Alexandria, VA 22312

Please also consider hosting a future Technical Session or a Get Your Hands Dirty (GYHD) event. It's a great opportunity to get that project started you've been putting off that might require additional sets of hands or a bit of technical advice. It's also an opportunity to share any technical expertise you may have with other Triumph enthusiasts. Projects and/or demonstrations can be

large or small. Some ideas for these events include brake caliper rebuild, brake and/or clutch master cylinder rebuild, seat reupholstery, body repairs, differential rebuild, transmission removal and/or installation, after market radio installation, front end bushing replacement, shock replacement, trailing arm thread repair with Heli-coils, LED light upgrade, etc. The possibilities are endless. If you have an idea for a project, contact one of the CTR board members to get the ball rolling.



CTR Breakfast

March 17th

Our January breakfast was snowed out, so we'll try again in March. Our next breakfast get-together will be at 9:00 a.m. on Sunday, March 17th, St. Patrick's Day, at Primo's which is located at 1636 Belle View Boulevard, Alexandria, VA 22307 in the shopping center at the intersection of Belle View Boulevard and Fort Hunt Road. Meet fellow CTR members, discuss Triumphs, and generally enjoy a quiet Sunday morning. As a reminder, you don't need a Triumph to attend and participate. But it is usually a chance to check out a few Triumphs in the parking lot, ask questions, and compare notes. We hope to see you there with or without a Triumph for a chance to socialize and talk LBCs.

George Washington Parkway Run

April 7th

Art Fournier

CTR's more or less annual George Washington Parkway Run returns on Sunday, April 7th. The GW Memorial Parkway is definitely one of the more scenic roads to be encountered inside the Washington Beltway. In addition to being a major commuter route during the week, this landscaped road is also a national park and a really pleasant drive on weekends.

As we have done the past few years, we will meet at Katie's Coffee House located at 760 Walker Road, Great Falls, Virginia 22066, instead of along the Parkway itself. We will meet at 9:45 and plan to be on the road by 10:15 AM. We will have a pit stop at the Columbia Island Marina located near the Pentagon before completing the run down the southern portion of the Parkway. After the run, we will have lunch as a group at a location to be determined in the Alexandria area.

There will be no side trip into the District as we have done in some years. Instead, we'll stay on the Virginia side of the Potomac and out of DC traffic. April 7th falls right in the middle of this year's Cherry Blossom Festival, a time when it's best to avoid traffic around the Tidal Basin and memorials.

Look for an evite as the date gets closer or RSVP to me at artfournier@comcast.net or 410-535-0690. Hopefully we'll have great spring weather for this annual road tour!

Volunteer for BOG 2019 Today!!!

Pete Farrell

VOLUNTEERS FOR SUNDAY APRIL 28TH

■ Signed Up ■ Need to Sign Up



Now is the time to pitch in to make BOG 2019 the smooth operation that always gets talked about. Join your Capital Triumph Register colleagues on **Sunday, April 28th**, at CTR's 22nd British marque car and motorcycle show at historic Gunston Hall in Lorton, Virginia. Volunteers needed – 20 volunteers for 8:30 a.m. to 10:30 a.m., and 10 for 10:30 a.m. to 12:30 p.m. Each volunteer will get an assignment card explaining their task, the steps, and location so even if you are a first-time volunteer you will be comfortable contributing.

Email me right now and let me know you want to help.

petefarrell@verizon.net

Pete Farrell, BOG Volunteer Coordinator.

BOG 2019 Planning



Update

John Buescher



By now you should have received your BOG 2019 postcard announcing that early BOG registration is open until April 15. The cost for early registration is \$25, registration will increase to \$35 on April 16. Please register early, as we use the dataset from early registration to:

- ◆ Establish car classes
- ◆ Develop the number of awards for each car class
- ◆ Layout the Show field

- ◆ Develop inputs to the BOG Program
- ◆ Print car windshield plaques

So register right now!

The Hagerty Youth Judging Award Program will be held again at this year's show as the Club continues our relation with Hagerty Insurance. Sandy Thomson and his sons again have volunteered to coordinate the program. This event is another way that the Club is attempting to encourage our youth to become interested in British car and continue the love for these automobiles. For CTR, we are one of 120 car shows nationally that will conduct the Hagerty Youth Judging Award Program this year. The Club should consider it a great accomplishment to be in the forefront of this award.

As a reminder, BOG will have the Kids' Korner Entertainment Tent again this year which will be coordinated and staffed by Sharon Edelstein. We are striving to make this year's show an even more family-oriented event. If you have the time, please volunteer to assist at the Kids' Korner Tent. Send your information to Pete Farrell at email: petefarrell@verizon.net.

Finally, the BOG Stuffing Party is scheduled for Wednesday, April 24 at 6:00 p.m. at Roger and Peggy Morrison's house located at 3413 Mansfield Road, Falls Church, VA 22042. Please attend this gathering and help the Club stuff show participants' envelopes with ballots, programs, vendors' goodies, etc. This is a wonderful get-together in which we discuss those who don't show up and, of course, cars. Dinner and drinks will be provided.

CTR Night at the Washington Auto Show April 12th

The Washington Auto Show at the Walter E. Washington Convention Center will run from April 5-14, 2019. CTR will attend on Friday, April 12th, to take advantage of the show's longer hours that final Friday evening.

Current plans are to meet at 6:00 p.m. at the High Velocity Sports Bar, located across from the Convention Center at 9th and L Streets, NW, in the Marriott Marquis Hotel. Stop by the Auto Show at any time, then join your car-loving friends from CTR at 6:00 for dinner. (They don't take reservations, so the first to arrive should just grab a table.)

If you take Metro, use the Mt. Vernon Square/Convention Center Station on the Yellow and Green lines. Please respond to the invite if you plan to rendezvous with the CTR gang and especially if you are going to join us for dinner.

There won't be any new models from Triumph of course, but it is a great opportunity to check out the latest offerings from the world's auto makers. Come on by to slam a few doors, kick a few tires, and share opinions, but wear comfortable shoes; the DC Convention Center is huge! For more information on the Auto Show, see their website: <http://www.washingtonautoshow.com/>

Capital Driving Club Autocross April 27th

Britain on the Green will be held Sunday, April 28, at Gunston Hall in Lorton, VA. If you are looking for a car-related activity to round out the weekend in the Washington, DC, area, the Capital Driving Club is holding an autocross on Saturday, April 27, at Regency Blue Crab Stadium in Waldorf, MD.

They have invited all BOG participants to autocross with them. Their normal non-member rate is \$45, but they will waive the non-member rate and charge the member rate of \$35 for BOG participants. At Regency Stadium they will have instructors, free drinks, and inexpensive food on hand.

This event is a low pressure focused more on fun than competition and will be fun for both novices and experienced autocrossers. You should arrive at 8 a.m. and the event should be done around 4:30 p.m.

To attend, make a reservation (reservations for this event will open around the first week of April) at <http://www.capitaldrivingclub.com/schedule.php> and select the April 27th Autocross at Regency Furniture Stadium, Waldorf, MD (if you click the location on this site, you'll see the Google Map of the location).

Payment for the entry fee will be taken on the day of the event at registration (cash or check but no credit cards). This autocross event will fill up before April 27th, so make your reservations early.

For more information on Capital Driving Club and our autocrosses, please see our FAQ Section at <http://www.capitaldrivingclub.com/FAQautocross.html>, follow us on Facebook, and/or e-mail Ed Chan at capitaldriving@yahoo.com

The Capital Driving Club is not affiliated with the Capital Triumph Register.

Charles Runyan Memorial Mountain Road Tour May 11th Dan Mabon

Charles Runyan passed away December 22, 2018, but he left behind an undying love for the British sports car. It was his love that created The Roadster Factory and helped people worldwide get the parts they needed to restore their cars to a high standard. This run replicates one of TRF's most popular Mountain Road

Tours from Summer Party 2018. Charles believed that these cars were meant to be driven in the spirited manner for which they were built. This run is an all-day run from The Roadster Factory to The Horseshoe Curve, near Altoona, PA, and back. There will be a stop of two hours at Horseshoe Curve before continuing on to Cresson for lunch. There will then be a final leg back to TRF with spectacular views over the Conemagh River.

Here's a very preliminary schedule:

- ◆ Friday, May 10: TRF party field open after 6:00 p.m. for camping/socializing.
- ◆ Saturday, May 11: Drivers' meeting at 9:00 a.m.; cars rolling by 9:15 a.m.; lunch at 1:00 p.m. in Cresson; return to TRF by 4:00 p.m.; possible invasion of the Palace Gardens Drive-in Theater at dusk.
- ◆ Sunday, May 12: Flea market at TRF 10:00 a.m. to 4:00 p.m.

For planning purposes, I need to know how many people are coming. Please call TRF at 800-234-1104 and ask for me, or comment on Facebook (search "Memorial Mountain Road Tour for Charles Runyan"), or email me at danmabon@trfmail.com to let me know how many people to expect. It's already hard to believe that we are less than two months away at this point



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Trending with CTR

News of Members in Brief



Representing Coventry Motor Works and the Student Chapter of the Antique Automobile Association of America at AACA's recent convention in Philadelphia were Rob, Scott, and Jonatan Thomson. With them is the chassis of the 1938 Alvis currently undergoing restoration by the Student Chapter at Coventry Motor Works in Easton, Maryland.



"Steady as she goes"
 Christian Ballester's 1973 TR6 before and after installation of new wheels and tires along with extensive work on both the front and rear suspension. That's Stephanie Ballester with daughter Delilah in the upper photo.



Classic Car Center Swap Meet & Car Corral April 20th

The Classic Car Center of Fredericksburg will hold its 12th annual Swap Meet and Car Corral on Saturday, April 20th, from 9:00 a.m. to 3:00 p.m. Sell your car or parts for free. Lunch will be offered by Bear Bones BBQ. The Classic Car Center is located at 3591 Lee Hill Drive (Route 756) in Fredericksburg, Virginia, off Route 2 South between the Fairgrounds and Shannon Airport. For more information, see their website www.classiccarcenter.net



 The logo for the Vintage Triumph Register National Convention (VTR 2019) features a red TR6 car in the center. Above the car is a shield-shaped emblem with "VTR 2019" inside. Below the car is a banner that reads "1969 Dripping Springs, Texas 2019" and "TR6" at the bottom.

Vintage Triumph Register National Convention
<http://hillcountrytriumphclub.org/vtr2019/>
 October 6-11, 2019



International Drive Your Triumph Day Follow Up

CTR's club event for Drive Your Triumph Day was covered in the February newsletter, but here are a few photos of CTR members and their cars that took part individually on February 10th.



*Left top Carter Sensabaugh's TR6 at the Philomont Country Store in Philomont, VA
Left bottom: Jeffrey Pevey in his TR6 on the Tunis Mills bridge over Leeds Creek in Talbot County on Maryland's Eastern Shore
Right top: Andy Paine in his TR6 at home in Clifton, VA
Bottom right: John Croft in his Spitfire at the Lee Airport near Annapolis, MD*





Above: Stuart Diemeyer and Jeneanne Hunter with their TR6 and Spitfire (and Tuppence the Jack Russell terrier) in Upper Marlboro, MD

Below: Terry and Cathy Sopher with their TR250 near Jacksonville, FL. Now members of the Triumph Club of North Florida, Terry was CTR's president in 1998 and 1999 while Cathy served as the CTR events director for Virginia



Above: Diane Page was running late on February 10th and didn't make the group shot by the Potomac River (page 8 at the top), so here's a shot of her TR3A later on that day.



Trending with CTR

News of Members in Brief



Ben Cheshire took advantage of a break between two storm systems in early March to take his TR6 for a 40 mile run in northern Virginia

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London Auto Tech Session March 9th

As they have done for several years, Nick Vadala and his team at London Auto Services in Falls Church welcomed CTR to the shop for an informative tech session that includes evaluations of members' cars and the common issues found on our 40-year-old Triumphs. Dave Schillerstrom and Gail Heath once again provided a wealth of information on the care and feeding of our Triumphs as well as specific suggestions to Sherman Telis and Barry Stoll whose TRs were on the lifts and the subjects of critical analyses! Dave provided a critical, end-to-end look at each car's condition, the type of evaluation you would want done before purchasing a classic car that might not have had the best of care from prior owners. And in the case of well-maintained cars like Sherman's TR250 and Barry's TR6 there are always a few age-related surprises to be found.

The morning started off with coffee, doughnuts, and "Triumph" cupcakes. During the tech session, members of Nick's staff fired up the grill and treated the more than two dozen CTR members who attended to burgers and dogs, along with a selection of beverages, for lunch. The day ended with a drawing for door prizes provided by Nick's suppliers, such as Moss Motors. There was also a table full of "freebies" to take home. As a small thank you for a great day, Stephen Oertwig presented Nick and the London Auto team with Britain on the Green pins for hosting one of CTR's best attended (and most informative) events.

Among those on hand from CTR were Al Ames, Alex Attard and his son Roman, Christian Ballester, Marc Botzin, Dick Burk, Tom Burke, John Caban, Ben Cheshire, Doug Dallhoff, Mike Dean, Dan Dragoi, Sam Earle, Pete Farrell, Art Fournier, Brian Le Blanc, Todd McCormick, Steve Michalak, Glenn Minucci, Roger Morrison, Stephen Oertwig, Stan Olownia, Richard Pace, Stephen Prior, Walt Seedlock, Alan Stiley, Barry Stoll, Sherman Telis, and Stephanie Westerman. Hopefully we didn't miss anyone! And thanks go to John Buescher for setting up what is always one of our best attended events.



*Left and above: Dave Schillerstrom discussing Barry Stoll's TR6
Below: Gail Heath with Alex Attard*





Above: Alex and Roman Attard
 Below: Todd McCormick, Pete Farrell, and Doug Dallhoff
 Bottom: Dave checks out Sherman Telis' TR250



Above: Our host London Auto Services owner Nick Vadala draws a winning number for a door prize



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CTR Winter Luncheon

February 17th

CTR held its annual winter luncheon in a new location, the Crystal City Sports Pub in Arlington, Virginia. For the past several years we held it at the Irish Inn at Glen Echo; however, our event outgrew their private rooms and we needed more space. The Crystal City Sports Pub provided a private room on the second floor with plenty of space for socializing. Our waitress and service were fantastic with everyone's orders arriving promptly. The restaurant is close to I-395 near the Pentagon, so it was relatively convenient to reach. We may just have to go back!

We had a number of "special guests" at the luncheon. Karl and Penny Johnson were able to attend along with their son Brian who was in the area from Philadelphia to help his parents get ready for their move to Florida. Karl and Penny are founding members of CTR and will be missed. On a positive note, Brian will provide a new home for Karl's Stag. Brian reminisced about trips to Vintage Triumph Register conventions where he had the opportunity to drive his father's Spitfire at a young age. Karl was CTR's second president serving eight years from 1990 through 1997, a record that will possibly never be exceeded.

Another special guest was automotive artist Joseph Craig English who unveiled his commemorative poster for Britain on the Green 2019. The poster features Robert Morris' 1954 Allard K2 which won best of show honors in 2018. If you look closely at the poster, you will see several CTR volunteers gathered on the front steps of Gunston Hall, a very nice touch that recognizes the efforts and importance of the CTR staff in making BOG a success.

Attending the luncheon were John Buescher, Tom and Mary Burke, Doug and Marie Dallhoff, Paul and Sharon Edelstein, Joseph Craig English, Art Fournier, Bob Fox, Roger Haley, Karl, Penny and Brian Johnson, Bruce and Loretta Metcalf, Lionel and Nancy Mitchell, Stephen and Ho Yong Oertwig, Stan Olownia, Richard and Janet Pace, Barry Stoll, and Rich and Joanne Wilkins. Thanks go to Stephen Oertwig who suggested the restaurant and made arrangements with them for the luncheon. And yes, there were even a few Triumphs to be seen.



Left: Rich Wilkins, Mary and Tom Burke, Sharon Edelstein and Joanne Wilkins

Top right: Marie Dallhoff, Barry Stoll, and Penny Karl and Brian Johnson

Center: Stan Olownia, Loretta Metcalf, Janet and Richard Pace, and Bruce Metcalf

Bottom: Bog Fox and Ho Yong and Stephen Oertwig



Joseph Craig English with the BOG 2019 poster

Top: Lionel and Nancy Mitchell, John Buescher,
and Joseph Craig English
Center: Roger Haley and Art Fournier
Bottom: Tom Burke applauds and Karl Johnson looks a bit sheepish
as Penny Johnson displays her traditional colors



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UPCOMING EVENTS

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

- Mar 17** - CTR Breakfast *CTR*
Mar 23 - Stromberg Carburetor Tech Session *CTR*
Apr 7 - George Washington Parkway Run *CTR*
Apr 5-14 - Washington Auto Show
Apr 12 - CTR Night at the Washington Auto Show *CTR*
Apr 12 - Deadline for the April issue of *The Standard*
Apr 20 - Classic Car Center Swap Meet and Car Corral, Fredericksburg, VA
Apr 24 - BOG Stuffing Party
Apr 27 - BOG Set Up at Gunston Hall
Apr 28 - Britain on the Green *CTR*
May 4 - Williamsburg British and European Car Show
May 7 - CTR Executive Steering Board Meeting, Arlington, VA
May 10 - Deadline for the May issue of *The Standard*
May 11 - Charles Runyan Memorial Mountain Road Tour, PA *CTR*
May 17-19 - Carlisle Import and Performance Nationals
May 18 - Tune Up/Timing Tech Session *CTR*
May 19 - CTR Breakfast *CTR*
May 25-Jun 2 - British Car Week
Jun 1 - 4th annual CTR Spring Rally *CTR*
Jun 1 - Cars and Motorcycles of England, Ft. Washington, PA
Jun 2 - The Original British Car Day, Mt. Airy, MD *CTR*
Jun 8 - Moss Motorfest, Petersburg, VA
Jun 14 - Deadline for the June issue of *The Standard*
Jun 16 - Sully Antique Car Show, Chantilly, VA
Jun 29 - BritFest 2019, Timonium, MD *CTR*
Jul 9 - CTR Executive Steering Board Meeting, Arlington, VA
Jul 14 - Brunch by the Bay, Galesville, MD *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.



CL003 for CTR



CL027 for BOG

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.

Little Little British Cars

Alan Stiley

[In the February edition of The Standard, we included a photo of Lionel Mitchell's grandsons with a scaled down Jaguar. In the second of what's now a series on Little Little British Cars (LLBCs), here's Alan Stiley's story of a scaled down Land Rover he built for his grandson. Any others?]

My eldest son Oliver lives in the UK and his son Austin (go figure!) is my first grandchild. I have always been a Land Rover enthusiast and so has Oliver. I decided to build the LLBC after seeing an article on Toylander scale toys in the Land Rover Series I magazine. It is made of a manufactured wood, a material I have never seen before, it's like green MDF but waterproof. It is powered by a 12 volt motor about the size of a starter motor using a pedal operated rheostat and a reversing switch. I chose to buy the pre-cut panels from Toylander as I had to build this on visits to the UK, which is why it took an elapsed 18 months. But at least I started early enough for it to be ready when he was!

It is approximately a one-third scale of a Series I 86" (short wheel base) model. I chose Bronze Green as the most iconic Land Rover color of the period. The photos are of it pre-delivery with Oliver's Defender 90, itself built within a few months of the end of Defender production, upon delivery in front of the farm house and a year later with obligatory dent, straw dust and dirt showing it's a real working Land Rover!



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Gasoline Tech Tips

Lionel Mitchell

Everybody has their own opinion. Just like oil, everybody has their own opinion about gas. We mostly focus on octane and level of ethanol, but there's also gasoline tiers to consider. This is not a comprehensive evaluation of gasoline, just a few observations.

Let's talk octane first. It's pretty common knowledge that lower octane can cause engine knock in high-performance engines, either due to higher cylinder head compression or boost pressure (read turbo or superchargers). That's why many modern cars require higher octane gasoline. While you might save money at the pump by filling up with 87 octane, you'll get better performance from 92 or 93 octane. But did you know that the higher octane gas is more stable for a longer period than the lower octanes? There's a short article in the March issue of *Classic Motorsports* magazine on this topic. They quote from the Sunoco Race Fuels website. The gist is that 87 octane fuels are less refined and contain more unstable hydrocarbons resulting in a less stable fuel. The octane can decrease within a few months and form gum and varnishes. 93 octane fuels are more refined, containing more stable hydrocarbons and can last 2-3 times longer than 87 octane fuel. They conclude there is no downside to using higher octane fuel, even when it is not specified or needed.

Next, what is the impact of ethanol added to gasoline? What a thorny subject with even political, economic, and climatic aspects – not going there. Recently on Facebook, there was a photo of a 40 year old rubber hose all cracked with a discussion about the effects of ethanol. People got all hot and bothered about the absurdity of the juxtaposition of the hose that had rotted due to age, not the use of ethanol, which was not even an additive until more recently. Be that as it may, ethanol can have an impact in internal combustion engines, especially those of older technology like the ones in our Triumphs. Again, I am not presenting a dissertation on this subject, just offering a personal observation. Ethanol is an alcohol, typically made from corn. It will dissolve many kinds of residues – e.g., from gasoline. When I was restoring my maple TR6, I took the carburetors apart. The float bowls had a lot of dried sediment in them. I poured isopropyl alcohol into the bowls and the sediment melted away almost instantly. So, when you put gas with 10% ethanol in your tank, any residue in your steel lines, rubber hoses, tank, carbs, or fuel pump can be dissolved and clog up some part of the fuel delivery components, causing rough running or stalling. Many people with classic cars have experienced these symptoms. Ethanol-free gas is not commonly available locally, but there are a few stations in our area that have it. There is an EXXON station in Marshall, VA that has a separate pump with ethanol-free gas, but it's only

87 octane. Recently, I have tried a couple of tanks of this gas in my maple 6. My compression ratio is 9.5:1, and I've always used 92/93 octane. My timing is not set aggressively. I've not noticed any difference in engine performance, still as strong as ever with no engine knock, and like before, I don't have any dieseling when I shut the engine off. The price is the same as high octane gas. So, there is no cost savings. The best advice I can give on this subject is to replace all your rubber fuel hoses with ethanol-proof hoses (available from Moss and real auto parts stores), clean out your gas tank, and clean your carb float bowls to minimize the crud that you might introduce into the fuel delivery to your engine.

Many people think all gasoline is the same. It is true that many brands come from the same supplier. But many of us suspect that brand name gas is better quality than off-brands. Have you ever blamed rough running on a tank of "bad gas"? I recently decided to look into gasoline quality in the context of what I use in my Jaguar F-Type. I don't want to risk using a lower quality fuel in that car. This came up because I got a membership at BJ'S Wholesale Club. Their 93 octane gas was \$.60 cheaper per gallon than the BP gas I usually put in our cars. I filled up both of our daily drivers because of the cost difference, but then I began to have second thoughts. It turns out that there are different tiers of gasoline. The top tier has more additives and has to pass certain DOT specifications. As you might guess, it's more expensive than discounted brands, although there are some exceptions. It turns out BJ's is not one of those exceptions. AAA conducted tests on the same basic engine, running it for 100 hours in the lab with different tier gasolines and found that the top tier gas had 19 times less carbon deposits on the engine components when they took the engines apart and measured the deposits. So, what are the top tier brands? Here is the list from the Consumer Reports web site: <https://www.consumerreports.org/car-maintenance/study-shows-top-tier-gasoline-worth-extra-price/>

"Top Tier retailers include 76, Aloha Petroleum, Amoco, ARCO, Beacon, BP, Break Time, Cenex, Chevron, CITGO, Conoco, Co-op, Costco, CountryMark, Diamond Shamrock, Entec, Esso, Express, Exxon, Holiday, Kwik Star Stores, Kwik Trip, Mahalo, MFA, Mobil, Ohana Fuels, Petro-Canada, Phillips 66, PUMA, QT, Quik Trip, Road Ranger, Shamrock, Shell / Shell V-Power, Sinclair Standard, SuperAmerica, SuperFuels, Tempo, Texaco, Tri-Par, and Valero."

The big name brands are no surprise, but brands like Costco, Valero, and some of the others are unexpected. You might argue that with the limited mileage we put on our Triumphs, it really won't make enough difference to matter, and you could be right. You pay your money and you take your chances.



CTR and BOG are on Facebook.

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



TR6 Transmission Access Panel

Tim Shalvey

My TR6 leaks from just about everywhere and I'm always concerned with the transmission fluid level. The access plug is in a difficult spot to get at and to check it properly requires all 4 wheels to be off the ground and at the same level. I also did not "trust" service providers like Jiffy Lube to check it properly. Lastly, a special pump was required to pump transmission fluid up into the filler hole. All in all, a bad design.

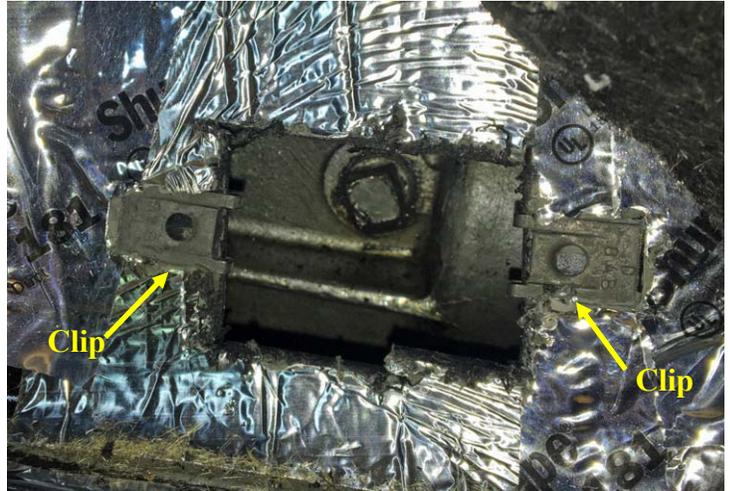
The resolution to this problem was to add an access plate to check and fill the transmission from inside the car. It also required a new tool! Woo hoo!

So, with the addition of an oscillating multi-tool the project was easy. Plexi-glass from Lowes was perfect for the project, although any hard plastic or metal will work.

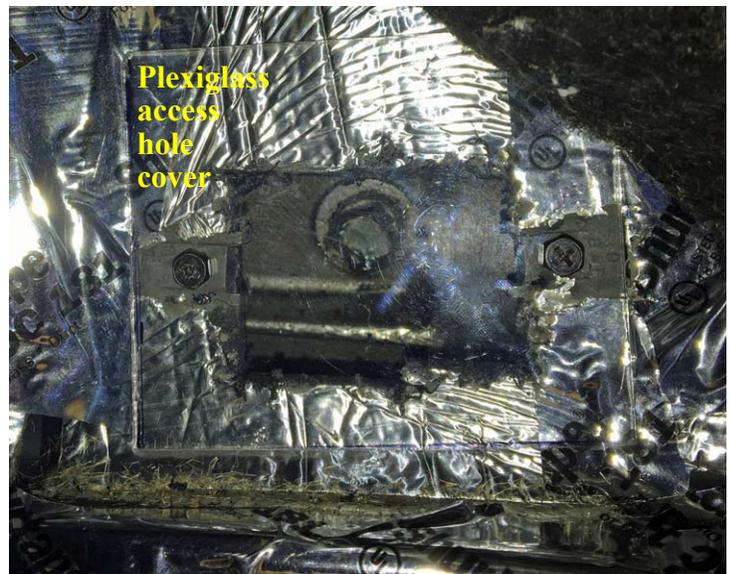
The carpet was removed from the drivers' side floor and the tunnel was exposed. I jacked up the car, put a jack stand up for safety, and drilled a pilot hole directly across from the fill plug into the tunnel. The oscillating tool made easy work of cutting the square hole from the tunnel. I then cut a piece of the plexi-glass to cover the hole with about a half inch or so extra coverage on all sides.

Metal clips that I already had were clipped onto the tunnel. I'm sure they can be obtained from any hardware store. I drilled out holes in the center of the clips. The plexiglass was then placed over the hole with the clips in place to mark the holes to be drilled for the screws. Drilling was slow and steady to not crack the plexiglass. Lastly, the plexiglass was screwed on and it's a water tight fit pressing against the fat mat on the tunnel. If yours doesn't have fat mat, you could use Velcro as a seal.

All in all, an easy project that I should have done years ago.



*Left: The new oscillating multi-tool
Above: The access hole in the transmission cover with metal clips in place on the left and right
Below: The access hole with the plexiglass cover screwed into place*



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Simeone Museum Visit

February 23rd

Stephen Oertwig

Triple the fun as three Triumph clubs meet at Simeone Demo Day

It was a triple play for three Triumph clubs whose members attended the Best of Britain display that celebrated the 100th anniversary of Bentley cars at Simeone Museum February 23 in Philadelphia.

The journey to the Simeone Museum has become an annual tradition for CTR members who are thrilled to be part of the demo days.

After a short talk by Frederick A. Simeone, it was time to fire up vintage British cars for spirited driving around the parking lot. This year's demo cars were a 1921 Vauxhall 30/98E Velox Tourer, a 1933 Squire Roadster, a 1934 MG K3 Magnette, a 1936 Aston Martin Le Mans, and a 1938 Jaguar 3.5 Litre SS 100.

Despite the long drive to Philadelphia, Capital Triumph Register had a good showing. Attending were Karl, Penny and Brian Johnson, Art Fournier, Bob Young, Tom Burke, Cliff Johnson, and Stephen Oertwig.

CTR members met with Delaware Triumph Register members Dave Hutchinson, Dan Tinsman and others as they have in past years. This year was a bonus because Richmond Triumph Register members attended Simeone demo days. Attending from Richmond Triumph Register were Ken Nachman, Carolyn Southall, Sue and Glenn Larson, Barbara and Jamie Walker, and Carter and Kathy Peaseley. RTR members made it an overnight trip and stayed in Philadelphia the night before the demo day.

The Simeone visit turned out to be the second send off for the Johnsons. Karl and Penny were staying with Brian in Philadelphia before moving to Florida.

CTR and DVT members gathered for Philly cheesesteaks after the demo runs to talk about Triumphs, the Vintage Triumph Register and the upcoming VTR national convention in Dripping Springs, Texas.



Above: Representing three clubs were Dave Hutchison of Delaware Valley Triumphs; Sue Larson, Carolyn Southall, and Ken Nachman of the Richmond Triumph Register; and Bob Young, Art Fournier, and Stephen Oertwig of the Capital Triumph Register
Below: 1933 Squire along with two of the early Bentleys in the museum's 100 Years of Bentley Best of Britain display





Top” 1936 Aston Martin and 1038 Jaguar during the Demo Day drive
Above left: The Johnson family
Bottom left: Bob Young and Stephen Oertwig
Above right: Stephen Oertwig, Tom Burke, and Cliff Johnson
Bottom right: A Bentley typifies the Demo Day theme of Great Britain: Land of Sports Cars

News from the Vintage Triumph Register

Gary Kinney

VTR Vice President -Business Services

As many of you know the Vintage Triumph Register magazine lost the most prolific editor in the history of the VTR magazine and the Triumph automobile, Mike Cook. He had an unbelievable collection of material, artifacts, promotional pieces and artworks about Triumph's stored in his home in Wayne, New Jersey. All of which is kept in file drawers and file cabinets that I estimate to be about two tons. Mike collected this material to archive the history of Triumphs because he had a passion for the cars and wanted it preserved. It was Mike's desire that this collection be donated to the VTR and used for what best suited the VTR membership. In order to catalog and store all his collection, VTR was fortunate to receive donated space at the Moss Motors Petersburg facility due to a conversation between VTR President Jack McGahey and Chairman Robert Goldman of Moss Motors.



Last month, VTR President Jack and a fellow member of the Triumph Club of the Carolina's along with Dean Tetterton, Bob Powell and myself moved all of the material into its new home at Moss Motors Petersburg. Upon completion of the move we spent the next two-and one-half days going through the material creating a beginning catalog of all that was there. As we opened each drawer and explored each cabinet shelf it was amazing to see the history in such detail. The donated space for VTR to create the Mike Cook collection and archive will be quite interesting to all as the story unfolds. Believe me there is a lot of material to explore. It is the intention of VTR to develop a plan to make this material available for members and sometime in the future hold tours of the archive. Of course, this will take time but once it's ready Triumph owners and British car enthusiasts will be thrilled to see what's there. I guarantee you will see things that will blow your mind.

In order to manage the archive during the last VTR board meeting it was agreed that someone should be appointed to be the VTR Archivist and I am very proud to announce our own, charter member of the Richmond Triumph Register Dean Tetterton will be that person. Dean's knowledge of Triumphs and the history far exceeds most of us and we felt he would be the best choice head up the project. Congratulations Dean!

Another important position on the VTR National Board is that of Vice President for business services. This position entails a very wide variety of responsibility including financial affairs, VTR regalia assets, public relations, magazine ad sales and expenses and conducting an annual inspection of the income and expenditures of the Vintage Triumph Register. In short, this position is similar to a financial officer of an organization. In a conversation earlier, the president of VTR and I discussed the

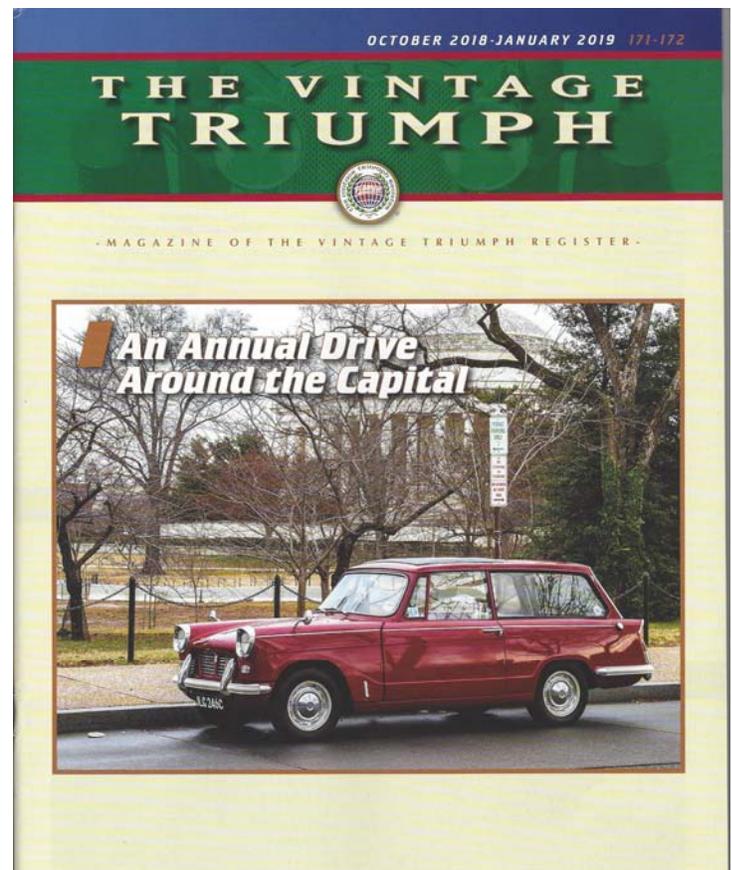
possibilities and I have agreed to fill the vacancy. Again, during the VTR board meeting the current officers and I discussed my offer and all approved the nomination. Effective immediately there are now two RTR members who will serve on the National Board of the Vintage Triumph Register.

I look forward to the position and many of you know that both Dean and I are all about the Triumph's and we look forward to creating a real working archive here in our neck of the woods. Look forward to reading about the archive and news from VTR in the magazine as we will be contributing frequently.

Cheers!

Gary

CTR on the Cover of The Vintage Triumph



CTR's January 1st drive through Washington, D.C., and Stephen Oertwig's 1965 Herald estate wagon made the cover of the current issue of the VTR's The Vintage Triumph magazine. The issue included a three-page article on the event. If the weather cooperates, the drive could become an annual CTR tradition.

John Haynes

1938-2019



John Haynes, founder of the Haynes Publishing Group passed away on February 8 at age 80. He was born in Ceylon in 1938 where his father was employed as a tea plantation manager. While in boarding school in England, he completed and sold an Austin 7 "Special" at a profit inspiring to write a "how to" booklet, *Building a 750 Special*. The 250 copies of his booklet sold out in ten days.

While serving in the Royal Air Force, he helped a fellow service member tear down, then rebuild a bugeye Sprite. This made him realize that existing service manuals weren't written for the do-it-yourself mechanic. Realizing an opportunity, Haynes purchased a camera and documented the rebuild process with text, photographs, and diagrams. His first *Haynes Owners Workshop Manual* covered the Austin Healey Sprite. Its print run of 3,000 copies sold out in three months. Since then, over 200 million Haynes manuals have been published worldwide. Published in 15 languages, Haynes manuals cover over 300 automobile and 130 motorcycle models as well as a wide variety of other topics ranging from appliances and computers to model trains, photography, diesel locomotives, the space shuttle, men, women, babies, and even sex.

In 1995, Haynes was inducted into the Most Excellent Order of the British Empire, in recognition of his service to publishing. He served as chairman of his company until 2010, although he continued in an advisory capacity thereafter. He also served as chairman of trustees at the Haynes International Motor Museum which has over 400 cars in its collection in Somerset, England, and which has been recognized as one of the top automotive museums in the world.



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We couldn't do it without your support!

Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$20 per pair - contact Patrick Carter (202-285-7031 or PCarter.dc@gmail.com) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



CLASSIFIED

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

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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravel1@yahoo.com

TR4A AMCO Top for sale, new... in the box. \$250. Contact Brian at shobud@msn.com or 703-919-7125



1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

Wanted to buy. Good Day! I am a member of Delaware Valley Triumphs (Phila. area) and owner of a TR6. I am interested in purchasing a Triumph 2000 (Series 1), Rover P5, or Rover P6 (3500) saloon to complement my roadster. Would need it to be in at least #2 condition and left-hand drive. If someone has one of these models or knows of one, please have them get in touch with me at jlorini52@gmail.com or 610-633-6127

1956 TR3 for sale with approximately 50K original miles. Re-painted BRG and reupholstered. If interested, contact Roger Morrison at roger.morrison.1@verizon.net or 703-901-4107 for additional details.

Set of 4 TR8 wheels and tires for sale. Wheels refinished. Tires are two-year old 185/70 R 13 Kumho Solus TA 11 with approximately 6K miles on them. \$550. Also available second set of 4 TR8 wheels with older tires. Wheels need refinishing. \$250. Contact Art Fournier at artfournier4@gmail.com or 410-535-0690



For Sale 1976 TR6 in incredible, original condition. This TR was stored in a climate-controlled warehouse for 39 years after the current owner, sadly, went blind! Only 22,000 documented miles are on the car! It was originally purchased in England by an Englishman and driven 1 1/2 years before moving to the US. The original tags from England are still on the car. The car was sold a couple years later to the current owner. It has electric overdrive, factory hardtop, and original convertible top and tonneau, boot cover and original Michelin redlines mounted on wheels. New Coker redlines on additional wheels are on the car.

Coventry Motor Works was asked to collect the car and ensure that all systems were refreshed and in good working order. The fuel system, cooling system, brake system, electrical system, suspension, and steering, have been thoroughly gone through. All new hoses, belts, have been replaced. The paint is all original (Java), with a blemish on the driver's front fender. Under the hood is in untouched, very original factory condition. This Triumph is in outstanding condition inside and out and is in near museum quality. It comes with documentation and the desired "Passport To Service" owner's booklet.

Coventry has been asked to market the Triumph at a very reasonable price of \$23,995. Serious buyers have the opportunity to discuss purchase with the owner who is 83 years old, and lives in Florida. Please call Sandy Thomson at 410-253-8519 with your interest.



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THE STANDARD

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

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



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CTR and BOG are on Facebook.

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

Signs of the Times



You may be a redneck if your hood ornament started out as a pair of vise grips

Triumph Trivia

Christopher Yurasko

What is homologation and why is it important in motor sports?

Answer: Homologation is the process by which a race car is brought to a regular production line for sale to the general public. Some racing series require the use of production cars, so manufacturers will develop a race car to serve as a “prototype” for their production line. The process of bringing the race car to market is called homologation. Homologation cars are typically made in limited numbers and command a very high price both for the race-proven components and the small number available. Notable examples include the Ferrari 250 Testarossa and the 1970 Plymouth Road Runner Superbird.



Richard Petty's famous Superbird race car



The production version for sale to the public



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Name: _____ Spouse/Partner: _____

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3413 Mansfield Road
Falls Church, VA 22041

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THE STANDARD

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Volume XXXI, Number 4, April 2019



2019 is CTR's
30th
Anniversary
Year!

Paul Edelstein (right) discusses the Stromberg 175 CD-2 carburetor during a recent CTR tech session while Dick Burk and Alan Stiley look on. For more on the carburetor tech session, turn to page 18.

PAGES 1 and 18 - Carburetor Tech Session; PAGE 2 - From the President; PAGE 3 - CTR Happenings; PAGE 4-5 - Britain on the Green Updates and Related Events; PAGE 6 - Engine Tuning/Timing Tech Session; Memorial Mountain Tour; PAGE 7-8 - Local Events; PAGE 9 - CTR Breakfast; PAGE 10 - George Washington Parkway Run; PAGE 12 - DC Triumph Unlimited; PAGE 13 - DC Auto Show; PAGE 14 - Events; CTR Regalia; PAGE 15 - Trending with CTR; PAGE 16 - Garage Spot: Air Pressure Gauges; PAGE 20 - Amelia Island Concours d'Elegance; PAGE 22 - Classifieds; PAGE 23 - Club Info; PAGE 24 - Odds and Ends



From the President

By Stephen Oertwig

Competition heats up for CTR annual awards

Contrary to recent events, I am not competing for the coveted CTR Triumph Over Adversity Award.

It was an honor to be in the presence of the first two receipts of this prestigious award at the start of the George Washington Parkway cruise. Bruce and Loretta Metcalf and Diane Page have survived after mishaps with their Triumphs to drive another day. Ho Yong and I weren't so lucky in the 2000.

Keeping the 2000 on the road has been hit or miss the past year. I've run out of gas twice. I've been left to drive something else to CTR events because the 2000 wouldn't crank. The starter didn't even click. I've tapped the starter with a special tool a couple times with success but didn't have to for the parkway drive. The 2000 was sluggish starting out, but I attributed it to not having been driven in a couple weeks. It was a smooth drive up I♥95 as we cruised near the speed limit.

I picked up fish hook — the end of the line — as the last Triumph in a long parade of Triumphs headed out of the parking lot. Everything was perfect when we arrived at the Columbia Island marina. I should have listened to the adage, "If it's not broke, don't mess with it." I mentioned to other CTR members I was running rich, and it was suggested to raise the idle. Out comes the screwdriver to tweak the idle settings and then it was time to get back on the road. (For the lawful members of CTR, that was an illegal act at the marina.)

This time we were last in the caravan. Just as we pulled out onto the parkway, the 2000 sputtered and coughed and died. There we sat, blocking one of two lanes of traffic, impeding throngs of cherry blossom tourists from their destination. There was no shoulder to roll back on, so all that could be done was get as close to the curb as possible. Park police stopped to help, but the 2000 would not start. Luckily, I had a safety triangle to put out so people would not run into us.

It was acting as if I was not getting fuel or there was a vapor lock. Loosing pipes to and from the fuel pump verified I was getting fuel to the carburetor. After sitting for 15 minutes, the engine seemed like it was going to start, but then the throttle cable snapped at the accelerator pedal. We were not going anywhere under our own power, so we called for a car hauler to take us home.

Technology has solved many of the problems with being found dead on the road. The tow company sent a message to pinpoint my location. The kindness of park police is to be commended. One officer held traffic while backing up so we could roll down the hill into the marina parking lot. Two hours later, we were loaded on a truck heading home. It could have been

worse. The police could have ticketed us for blocking traffic. The truck driver also could have dumped the 2000 in the driveway, but he helped get into the garage.

Steps were taken to have a good drive. Tank was full, tools in the trunk, even had zip ties for emergencies, but old cars do break. It's too bad that the 2000 is such a rare car. I had to order the throttle cable from England because the cable is unique to the 2000 Mk 2 model. It looks like other Triumph model cables, but it is a one-of-a-kind. Parts will be here soon and I hope to be on the road driving to Britain on the Green.

And the next contender is ...

There is good news following our annual George Washington Parkway drive. New contenders for the adversity award appear with every CTR event. Dick Burk made a good showing at capturing the third annual award by having to be push started at least twice. Good advice for all TR3 owners is to carry the hand crank. When I had a TR3, I used the hand crank frequently.

We seem to be driving more than in previous years, which is good news for CTR members. The other annual award is the Bill Goodwin Driving Trophy. This is a word-of-mouth count-the-smiles system. ESB members judge the driving accomplishments throughout the year to select a winner.

If you have been out there racking up the miles, crow about it on Facebook or in the Standard. Everyone likes to read about a good drive.

Keep them going

It was great to see that Brian Johnson has the Stag in Philadelphia. Brian has picked up the driving gloves of Karl and Penny Johnson and now has their Stag on the road. CTR members may have to make a trip to Pennsylvania to see the Stag.

It hurts a Triumph more to sit long periods without being driven than it does to drive a Triumph like you stole it. The fluids go bad, parts freeze and hoses rot. That is not the heritage of Triumph cars. Triumphs are made to be driven, and driven often. Drive on, and tell us about it.



The ever patient Ho Yong Oertwig prepares the Triumph 2000 to be loaded onto the tow truck for the ride home during this year's George Washington Parkway Run

Please welcome CTR's newest members:

- ◆ Steve Michalak of Annandale, VA, who owns a red 1960 TR3A
- ◆ David and Liz Plummer of Berryville, VA, who own a blue 1963 TR4

Along with members who have recently renewed their CTR memberships:

- | | |
|------------------------|------------------|
| ◆ Sandy Thomson | ◆ Jaime Steve |
| ◆ Bill Jordan | ◆ George Carrell |
| ◆ Tom Burke | ◆ Dan Dragoi |
| ◆ Carlos Valdes-Dapena | ◆ James Simmons |

**CTR Happenings****Spring and Early Summer Events**

April means it's time for our annual show, Britain on the Green, to be held at Gunston Hall on the 28th. We'll need help on April 24th and April 27th for the Stuffing Party and for set up at Gunston Hall. Britain on the Green is a major undertaking for the club and requires help from as many members as possible who are willing to volunteer their time planning and executing one of the best British car shows in the Mid Atlantic region.

The Williamsburg British and European Car Show will be held on May 4th at the Revolution Golf and Grille at the Shops on High Street in Williamsburg. Dan Mabon of the Roadster Factory is planning a Mountain Road Tour as a memorial to Charles Runyan on May 11th in Armagh, Pennsylvania. Our next Tech Session will be hosted by Barry Stoll on May 18th and cover engine tune up and timing. Our May CTR breakfast will be held on the 19th. Also on May 19th is the Old Town Alexandria Festival of Style and Speed. Wrapping up the month, British Car Week will run from May 25th to June 2nd.

On June 1st, our friends in Delaware Valley Triumphs will cohost Cars and Motorcycles of England in Ft. Washington, Pennsylvania. Also on June 1st, British Standard Motors in Fairfax has invited local clubs to a tech session on electrical systems and components at their shop in Fairfax, Virginia. The Original British Car Day will be on June 2nd at its new location at Serra Valley Farms in Mt. Airy, Maryland. Moss Motorfest will be at their facility in Petersburg, Virginia on the 8th. On June 15th we will hold our 4th annual CTR Spring Rally in Southern Maryland. (This had originally been planned for the 1st, but has been rescheduled to deconflict with other events.) Once again this will be a "fun rally" in which you answer questions about what you see along the route.

The Sully Antique Car Show will be on the 16th in Chantilly, Virginia, while Triumphs Around the Chesapeake will hold their

annual Brits by the Bay show at the Harford Winery on the 23rd of June. On the 29th, we are planning to attend BritFest 2019 which will be held at the Maryland State Fairgrounds in Timonium. The event includes a British car show and is designed to bring together "all things British" including the food, the beer, the sports and activities, the crafts and the music. To learn more on BritFest, see: <https://www.mt.cm/britfest-2019> On the 30th, Vintage Restorations is hosting a swap meet at their shop in Union Bridge, Maryland.

Information and details on many of these events may be found throughout the newsletter.

Looking way ahead to July, we are planning our second Brunch By the Bay on July 14th. Once again we'll plan to visit Pirate's Cove in Galesville, Maryland.

More Events—it's up to You!

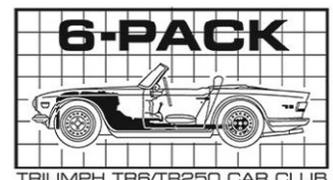
CTR was very active in 2018, hosting or participating in 30 events. So far, we're on course to exceed that in 2019. Our event directors, Doug Dallhoff and Tom Burke, have a lot of great ideas for events throughout the year: more tech sessions, drives, and road trips are already in the works. For example, a visit to the St. Michaels Concourse in September and US Oyster Festival in October are being planned.

But we can always use more ideas for events? Consider hosting one, be it a drive on your favorite backroads or a visit to a destination you think CTR's gear heads might enjoy. It could be a social event, a tech session in your garage or a local shop, or even a Get Your Hands Dirty session to work on a Triumph project that requires extra hands or a bit of technical skill. Projects can be large or small. If you have an idea for a project, contact one of the CTR board members to get the ball rolling.

Moss Motoring Challenge

How many of you are signed up for the Moss Motoring Challenge? The challenge provides a great excuse to get in your Triumph and drive. Many of the "destinations" in this road-going scavenger hunt can easily be found here in the DC area. For more details and to register, see their website: <https://mossmotors.com/motoring-challenge> Spring weather is here, so get out there and drive your LBC!

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



BOG 2019 Planning



Update

John Buescher



BOG 2019 UPDATE

By the time you receive this Newsletter, BOG 2019 early registration has been closed, but regular registration is still open. If you are planning on attending, please register online as it will help immensely with day-of registration. So far, over 130 people have registered their cars for the Show! We are on track to have another great show this year.

The Visitor's Center at Gunston Hall has been undergoing an impressive building upgrade to include new A/C, windows, flooring, and upgraded bathrooms downstairs. I visited Gunston Hall and was impressed with the renovations which provided a marked improvement to the Visitor's Center. By BOG, we expect all renovations to be complete. Unfortunately, the displays in back rooms of the Visitor's Center will not be installed as they too are undergoing renovation and will not be reinstalled until June.

This year, we will not have a featured marque as we have in the past. At the suggestion of Lionel Mitchell, we will have a display of "British Cars from 1969" to celebrate the introduction of the Triumph TR6 that year. Lionel has lined up six British cars that were born in 1969: (2) TR6s, a Jaguar E-Type, a Land Rover MK II, a Ford Cortina, and an MGB. Look for this special display on the Show Field!

Back by popular demand, Sharon Edelstein again will have the Kids Korner tent. Besides the kids' games, drawing, and other activities, we have added a kid's level corn hole contest and ring toss games. So bring the kids, view beautiful cars, visit a historic house, and let the kids have fun at the Kids Korner.

In our efforts to shorten the time between the last ballot cast and the awards presentation, we have been working with a group of IT undergraduate students from George Mason University to develop a process to electronically count ballots. This effort has been over the past two semesters under the leadership of our very own, Professor Pete Farrell. The club has purchased equipment (a hot spot and router) which will allow specific club member better internet access to quickly capture participant's votes. We intend to have a voting tent on the show field with volunteers who will enter ballots. Christopher Yurasko, who is our new Voting Coordinator, will oversee the effort to ensure the process runs smoothly.

BOG 2019 STUFFING PARTY

Our annual BOG Stuffing Party is scheduled for Wednesday, April 24 at 6:00 p.m. at Roger and Peggy Morrison's house located at 3413 Mansfield Road, Falls Church, VA 22042. Please plan to attend this gathering and help the Club stuff show participants' envelopes with ballots, programs, vendors' goodies, etc. This is a wonderful get-together at which we discuss those who

don't show up (and we will talk about you) and, of course, each other's cars. Dinner and refreshments will be provided by the Club. Look for an invite soon on this event. So bring your better half or a friend and make an evening of it!

BOG 2019 SETUP

With BOG 2019 only weeks away, please assist the team on the weekend of BOG:

Saturday, April 27 – BOG Setup: The CTR trailer will arrive at Gunston Hall about 800 a.m. to commence setting up our four 16' by 10' tents which we use for cover for the dining area. (It takes three to four people to set these tents up.) We have seven 12' by 12' popup canopies to be setup for the registration area, children's area, voting area, information area, and Hagerty Youth awards. Finally, we have tables and chairs to be moved from storage onto the field. Volunteers who show up as early as 8:15 a.m. will be put to work. Coffee and donuts will be provided for all volunteers!

At 12:00 noon, Patrick Carter will need assistance to laying out the show field. Over 30 Class signs will have to be brought to the field, trash containers placed, orange cones for entrance and exit placed, and a whole mess of informational signs placed on field.

Sunday, April 28 – BOG Day of Final Setup: A group of stalwart CTR members arrive about 7:00 a.m. to complete all last-minute actions, such as registration and vendor setup. Additionally, some entrants arrive as early as 8:00 a.m. and want to place their cars on the show field. Coffee will be provided for early risers!

And of course, we continue to need your assistance during the show. If you can spare an hour or two, and haven't already volunteered, please contact Pete Farrell, our Volunteer Coordinator, at petefarrell@verizon.net. The most critical needs are for volunteers to help with day of registration and with show field parking.



Not just any teenagers on smart phones, this is the Information Technology team from George Mason University checking out connectivity improvements at Gunston Hall with CTR's upgraded equipment

Volunteer for BOG 2019 Today!!!

Pete Farrell

You want one of these hats!!!



Still plenty of time, and plenty of volunteer spots. Email me to let me know you want a BOG Staff Hat of your very own. Join your Capital Triumph Register colleagues on **Sunday, April 28th**, at CTR's 22nd Britain on the Green to be held at Gunston Hall in Lorton, Virginia. Each volunteer will get an assignment card explaining their task, the steps, and location. So even if you are a first-time volunteer you will be comfortable contributing.

Email me and let me know you want to help. petefarrell@verizon.net Pete Farrell, BOG Volunteer Coordinator.

Hagerty Youth Judging Program

Sandy Thomson

As I hope you know, the 22nd annual Britain on the Green at historic Gunston Hall is fast approaching on April 28th. Excitement is already building for this BOG, and we are happy to announce that the Hagerty Youth Judging Program will be joining the show for the fourth year!

The Capital Triumph Register is pleased that BOG is once again among the elite shows hosting the signature Hagerty Youth Judging Program, which is designed to give youth ages 6-14 years old the opportunity to interact with classic car owners and their special automobiles, while learning about the vehicles and the basics of judging. We often wonder where the next generation of car enthusiasts is coming from and we hope this program will help to spark the passion for the car hobby that we all want to share with our youth.

The Young Judges will evaluate up to five cars on the BOG show field and, at the end, will present awards to their chosen winners. The program is free and lasts about 90 minutes.

Do you know a child who likes cars and wants a chance to learn more about some really cool classic British cars? We are looking for fifteen excited 6-14 year-olds to take part as official judges. Signups are available on a first-come, first-served basis.

For more information and to register a young judge, contact your Hagerty Youth co-coordinators Sandy, Rob, Jonathan, or Scott Thomson at sthomsontr6@gmail.com or 410-253-8519.

Hurry.....space is limited!

Capital Driving Club Autocross April 27th

Britain on the Green will be held Sunday, April 28, at Gunston Hall in Lorton, VA. If you are looking for a car-related activity to round out the weekend in the Washington, DC, area, the Capital Driving Club is holding an autocross on Saturday, April 27, at Regency Blue Crab Stadium in Waldorf, MD.

They have invited all BOG participants to autocross with them. Their normal non-member rate is \$45, but they will waive the non-member rate and charge the member rate of \$35 for BOG participants. At Regency Stadium they will have instructors, free drinks, and inexpensive food on hand.

This event is a low pressure event focused more on fun than competition and will be fun for both novices and experienced autocrossers. You should arrive at 8 a.m. and the event should be done around 4:30 p.m.

To attend, make a reservation (reservations for this event will open around the first week of April) at <http://www.capitaldrivingclub.com/schedule.php> and select the April 27th Autocross at Regency Furniture Stadium, Waldorf, MD (if you click the location on this site, you'll see the Google Map of the location).

Payment for the entry fee will be taken on the day of the event at registration (cash or check but no credit cards). This autocross event will fill up before April 27th, so make your reservations early.

For more information on Capital Driving Club and our autocrosses, please see our FAQ Section at <http://www.capitaldrivingclub.com/FAQautocross.html>, follow us on Facebook, and/or e-mail Ed Chan at capitaldriving@yahoo.com

The Capital Driving Club is not affiliated with the Capital Triumph Register.

Engine Tune-Up/Timing Technical Session

May 18th
Doug Dallhoff

An Engine Tune-up/Timing Technical Session is scheduled for Saturday, May 18th. Choosing the instant that the fuel charge in the cylinder is ignited is one of the most critical adjustable elements in achieving optimum output from your internal combustion engine. This tech session will review the conversion of fossil fuel to mechanical power in our Triumph engines. During this Technical Session Barry Stoll will address the electrical side of this process in depth. Barry will look at the ignition system in general and discuss how it can be "tuned" through component substitution, replacement, and adjustment. Since the most adjustable variable is that of ignition timing, Barry will discuss how to choose when ignition should occur under a variety of operating conditions and he will discuss and demonstrate a variety of techniques for making and measuring this adjustment. There will be coffee and doughnuts available to kick off the tech session. This is an excellent follow-on to the Carburetor Rebuild Technical Session, and a great opportunity to learn how to get your Triumph engine in optimum running condition and ready for spring driving. Specifics follow:



Description: Barry Stoll will discuss and demonstrate engine tune-up and ignition timing.

Time: 9:30 a.m. to 12:30 p.m.

Location: Barry Stoll's garage, 6424 Vale Street, Alexandria, VA 22312

Please consider hosting a future Technical Session or a Get Your Hands Dirty (GYHD) event. It's a great opportunity to get that project started you've been putting off that might require additional sets of hands or a bit of technical advice. It's also an opportunity to share any technical expertise you may have with other Triumph enthusiasts. The possibilities are endless. If you have an idea for a project, contact one of the CTR board members to get the ball rolling.

Charles Runyan Memorial Mountain Road Tour

May 11th
Dan Mabon

Charles Runyan passed away December 22, 2018, but he left behind an undying love for the British sports car. It was his love that created The Roadster Factory and helped people worldwide get the parts they needed to restore their cars to a high standard. This run replicates one of TRF's most popular Mountain Road Tours, the one from Summer Party 2018. Charles believed that these cars were meant to be driven in the spirited manner for which they were built. This run is an all-day run from The Road-

ster Factory to The Horseshoe Curve, near Altoona, PA, and back. There will be a stop of two hours at Horseshoe Curve before continuing on to Cresson for lunch. There will then be a final leg back to TRF with spectacular views over the Conemagh River.

Here's a preliminary schedule:

- ◆ " Friday, May 10: TRF party field open after 6:00 p.m. for camping/socializing.
- ◆ " Saturday, May 11: Drivers' meeting at 9:00 a.m.; cars rolling by 9:15 a.m.; lunch at 1:00 p.m. in Cresson; return to TRF by 4:00 p.m.
- ◆ " Sunday, May 12: Flea market at TRF 10:00 a.m. to 4:00 p.m.

A drive-in movie theater is available for Saturday night. The Silver Drive In in Johnstown is willing to accommodate us on the condition that we can give them an advance car count ASAP. Please pass this on and let me know who wants to do the drive-in movie.

For planning purposes, I need to know how many people are coming. Please call TRF at 800-234-1104 and ask for me, or comment on Facebook (search "Memorial Mountain Road Tour for Charles Runyan"), or email me at danmabon@trfmail.com to let me know how many people to expect. It's already hard to believe that we are less than a month away at this point



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Old Town Festival of Speed and Style May 19th

Old Town Festival of Speed & Style will take place on May 19th. This is an opportunity to display your Triumph along with other rare and exotic cars on the lower three blocks of King Street in Old Town Alexandria, Virginia. There will be presentations of style, fashion and live music provided by over 40 local merchants. The event highlights the unique offerings of the Old Town community – history, architecture, great food, fabulous people, art, style, energy. All proceeds benefit ACT for Alexandria. Admission is free and open to all.

The Festival is seeking rare and exotic supercars from the 50s, 60s, 70s, and 80s for display. An \$85 tax-deductible donation is required per vehicle application. All applications will be curated by a concours level selection team. Refunds will be issued to those not chosen to be in the show. Space is limited, register today if interested. For details, see their website, www.festivalspeedstylealex.com.

Original British Car Day June 2nd

The 42nd Annual Original British Car Day will be held Sunday, June 2nd, from 8:00 a.m. until 3:00 p.m. The show is sponsored by the Chesapeake Chapter of the MG T Register and will feature displays of antique, classic and new British cars and motorcycles as well as a flea market. The featured marque for 2019 is the classic Mini. Food is available on site or bring a picnic lunch. This year the show has a new location, Serra Valley Farms, in Mt. Airy, Maryland. For more information on Serra Valley Farms and directions, visit their website, www.serravalleyfarms.com. For additional information on the Original British Car day and for a registration form see their website, www.chesapeakechaptermgtclub.com.

Sully Antique Car Show June 16th

Looking for a great way to spend Fathers' Day? Plan on attending the 44th annual Sully Antique Car Show to be held Sunday, June 16th, at the Sully Historic Site in Chantilly, Virginia. New this year is a parade of 100-year-old-cars. The show, sponsored by the George Washington Chapter of the Model A Ford Club and the Fairfax County park Authority, features a car corral, live music, food vendors, house tours, children's activities, and an antique craft & flea market. Visit www.gwmodela.com for details.

British Standard Motors Tech Session June 1st

British Standard Motors is planning a tech session on British electrical systems and components at their shop at 2811-B Old Lee Highway, Fairfax, VA 22031. A number of dates for the event were considered, but it looks as though it will be held on Saturday, June 1st. In addition to the Capital Triumph Register, the MG Car Club and other area clubs have been invited to attend, hence the difficulty in settling on a date. Look for more on this as we get closer.



703 573 3140

BLS

M

www.britishstandardmotors.com

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Fairfax, VA 22031
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Email: rollo@britishstandardmotors.com
URL: www.britishstandardmotors.com




CTR and BOG are on Facebook.

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

Vintage Restorations Swap Meet

June 30th
Tom Burke

The nice folks at Vintage Restorations in Union Bridge, Maryland are planning an "Antique & Classic Car Swap Meet/Flea Market" on Sunday June 30, 2019 from 9:00 a.m. to 4:00 p.m. CTR club members are invited to bring any parts or even cars that they would like to sell. The MG club and other individuals will be selling (and probably buying) there as well. A two-acre field is available for setting up your goods and you must bring your own tables, tents, and chairs. This is a great opportunity to make some space in your garage and put some cash in your pocket. Directions to Vintage Restorations are available on their website, www.vintagerestorationsltd.com. Vendors must pay the princely sum of \$5.00 to cover necessities. The event will be held rain or shine. Everyone is welcome, of course, to attend and do some shopping. We will see you there. (Bring money!)

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John M. Tokar



(410) 775-0500

Treasured Motorcar Spring Open House

April 27th

Treasured Motorcar Services will hold their spring open house at their new location, 3051 Monroe Street, Manchester, MD 21102, on Saturday April 27th from 9:00 a.m. to 2:00 p.m. For more information, see www.treasuredmotorcars.com



Same ideals and same dedicated staff, for the new age

Classic Car Center Swap Meet & Car Corral

April 20th

The Classic Car Center of Fredericksburg will hold its 12th annual Swap Meet and Car Corral on Saturday, April 20th, from 9:00 a.m. to 3:00 p.m. Sell your car or parts for free. Lunch will be offered by Bear Bones BBQ. The Classic Car Center is located at 3591 Lee Hill Drive (Route 756) in Fredericksburg, Virginia, off Route 2 South between the Fairgrounds and Shannon Airport. For more information, see their website www.classiccarcenter.net



Moss Motorfest

June 8th

2019 Moss Motorfest is around the corner! Join them for a day (or weekend) of sports cars, friends, and fun. On Saturday, from 8:00 a.m. till 2:00 p.m. hundreds of cars and spectators will join them at their Petersburg, Virginia, facility. During the car show Saturday, there will be prizes, tours of the Moss facility, music, and food vendors. All attendees will receive a 15% discount on parts all day Saturday.

To participate in Motorfest, you must register online prior to May 28, 2019. To help run a smooth show, there will not be registration on the day of the event. General parking will be available for unregistered guests.

See their website, <https://mossmotors.com/motorfest>, to register and for additional details.



It's Right Around the Corner!

- Car Show, Awards, and Afternoon Cruise
- Friday Night Pre-Party and Q&A
- Moss Warehouse and Upholstery Tours
- Meet Legendary Miata Designer Tom Matano
- Food, Vendor Booths, and More!

PETERSBURG, VA | JUNE 8, 2019



CTR Breakfast

March 17th

The most recent CTR breakfast was held on March 17th, St. Patrick's Day, at the Primo Family Restaurant in Alexandria, Virginia. Taking part were Dick and Carole Burk, Beverly Dougherty, Sam Earle, Pete and Lenore Farrell, Art Fournier, Bruce and Loretta Metcalf, Roger Morrison, Stephen and Ho Yong Oertwig, Diane Page, Walt Seedlock, Alan Stiley, and Bob Young. As usual, conversation continued after breakfast in the parking lot; however, only two Triumphs were on hand: Art Fournier's TR8 and Stephen Oertwig's four-door sportscar, a 2000 saloon.

Our next bi-monthly breakfast is planned for Sunday, May 19th.



Lower left: Diane Page and Ho Yong Oertwig
Top right: Sam Earle, Stephen Oertwig, and Bruce Metcalf



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George Washington Parkway Run

April 7th

The Capital Triumph Register held its 11th more or less annual George Washington Parkway Run on Sunday, April 7th. The weather cooperated nicely with sunny skies and warming temperatures, which drew out a near record crowd of Triumphs, drivers, and passengers for the event. As has become our norm, we started at Katie's Coffee House in Great Falls, Virginia, to take advantage of the Georgetown Pike before making the run down the Parkway itself. Our caravan of 22 Triumphs (and three other cars) made an impressive sight as we made our way along the Parkway to our rest stop at the Columbia Island Marina near the Pentagon.

With the perfect weather, there was lots of competing traffic on the road as people made their way into the District to view Washington's renowned cherry blossoms which were pretty much at peak bloom. We thought leaving Columbia Island might be difficult due to traffic congestion; however, John Buescher sacrificed himself and his TR6 by holding up traffic while the rest of us streamed back onto the Parkway to resume our trip south.

The run officially ended at the traffic circle at Mount Vernon, but several of us continued on for a brew and a bite at the Fair Winds Brewing Company in Lorton, Virginia, just a few miles away. We wish we could say all the Triumphs performed flawlessly, but two of the cars gave their owners cause for concern. One car required an occasional push start while another suffered from a broken throttle cable and required a tow home. No names, but the owner of the car with the throttle cable issue is definitely in the running as a candidate for this year's Triumph Over Adversity Award

Taking part in this year's run were John Buescher (TR6), Dick Burk (TR3A), Tom and Mary Burke (TR8), Ben Cheshire (TR6), Doug Dallhoff (TR6), Stuart Diekmeyer (TR6), Sam Earle (TR6), Paul Edelstein, Pete Farrell and David Gray (TR6), Art Fournier (TR8), Roger Haley and Mary Hannon-Haley (TR3B), Steve Harrison (TR6), Bruce and Loretta Metcalf, Lionel Mitchell, Roger and Peggy Morrison (TR6), Stephen and Ho Yong

Oertwig (2000 saloon), Matt Offen (TR3A), Stan and Anna Olownia (TR7 Spider), Diane Page (TR3A), Walt Seedlock (TR4), Carter and Emily Sensabaugh (TR6), Don and Melodee Sheehan (TR6), Rich Smalling (TR6), Barry Stoll (TR6), and Sherman Telis (TR250). Thanks to Art Fournier for once again handling arrangements for the Parkway Run.





Previous page bottom left: A drivers' meeting to bring order out of chaos

Center right: Melodee and Don Sheehan

Bottom right: Pete Farrell's never ending quest for BOG volunteers

This page top left: The convoy leaves Great Falls

Center left: Peggy Morrison enjoying a quiet moment at Columbia Island Marina

Bottom left: Who disobeyed the parking instructions? Not Tom Burke, John Buescher, Pete Farrell, Ben Cheshire, or David Gray

Top right: Diane Page, Loretta Metcalf, and Anna Olownia

Center right: Mary and Tom Burke

Bottom right: David Gray, Bruce Metcalf, Dick Burk, Matt Offen, Pete Farrell, and Loretta Metcalf

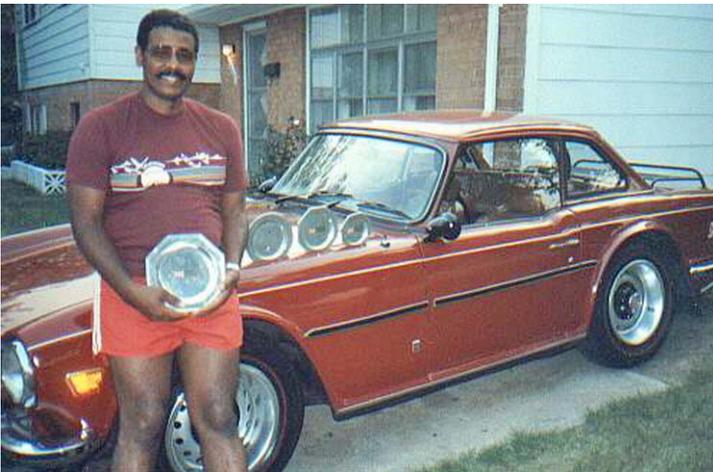
DC Triumph Unlimited

Ed Weathersby

[In past issues, we've looked at Triumph activities in the DC area prior to the Capital Triumph Register's founding in 1989. The DC Triumph Sports Owners Association (DC TSOA) existed in the 1960s, but Ed Weathersby tells us of a second Triumph club that existed in the area from the mid-1970s through the early 1980s.]



The club started as just a gathering of guys meeting on Sunday afternoons on the parking lot in Rock Creek Park, NW DC near the Carter Barron Amphitheater. There was no formal club or leaders or officers. I actually did not find out about the club until I had had my car, which I bought in August 1974, for about a year. One of the young ladies who lived near me in DC and had a car just like mine (carmine red TR6) told me about the gathering and so I eventually went to check it out. I guess that would have been about 1975.



When we met in the park most everyone raised their hoods and just stood around chatting for a short while. Then as a group we would start up the cars and convoy through Rock Creek Park down to East Potomac Park, known as Hains Point. From there the guys would just break up and head home, wherever that was. At that time there were maybe about eight TR6s and a Spitfire.

I don't remember when, but the numbers grew to the point where we had about 30 people with TRs and, at one point, we met in a room that someone provided through a relative on a second floor on East Capital Street, NE.



Then someone suggested that we should get organized and elect officers. We did that and started collecting dues of \$1.00 a month. Some of the guys objected to being organized and also to the dues and stopped coming to the gathering. But we had a core of about 20 people with TR6s, TR7s, a couple of Spitfires, and a TVR. After we got organized, we started meeting at members' houses and also started to have a variety of club activities.

We would drive to Skyline Drive in Virginia and convoy down the Drive and have a picnic. We also drove in a convoy up to Hershey Park in Pennsylvania. And we drove in a convoy up I-270 to a park, I think it was Cunningham State Park or some such name. We also went as a group to the Flying Circus attraction in Virginia.

Then we began to have fund raising activities. We had a disco at a local night club, and then another at a room in Kennedy Stadium. Then we sponsored a couple ski trips. By this time our numbers had dwindled down to about a dozen members. We used the money we raised, not a lot, usually about \$1500 at most, to host picnics and a Christmas party. I guess that's when we ordered the membership cards, decals, and car tags.

In 1980 three of us did a drive across country, took I-70 west to Colorado Spring, drove up Pike's Peak, went past the Royal Gorge in Colorado, then on to the Grand Canyon. From there we went to Las Vegas and Los Angeles. Then the group (three cars) split up and one drove up the Pacific Coast Highway, another went to Sequoia National Park, and the third guy stayed in LA for a couple more days. In short, the group trip fell apart. But one of the guys met me in San Francisco and we drove together east as far as Salt Lake City. Then he headed on back home and I drove with my lady up to Yellowstone and Mt. Rushmore before heading back home.

By 1982 or 1983 many of the guys had sold their cars or lost interest in the club, so it finally just quietly went away.

Left: Ed Weathersby with his TR6 and Original British Car Day award plaques

Above: members of DC Triumph Unlimited at Summit point raceway

Washington Auto Show April 12th

As has become an annual tradition CTR members attended the Washington Auto during its final Friday, April 12th. DC's Walter F. Washington Convention Center is immense so comfortable shoes are always a necessity to view the show which is spread out over three floors. There were several notable absences among the manufacturers this year, notably BMW and Mercedes Benz. Hopefully, this won't become an annual trend.

A smaller than usual group of CTR members met for dinner at the High Velocity Sports Bar in the Marriott Marquis hotel near the Convention Center. On hand were Dick and Carole Burke, Paul Edelstein, Art Fournier, Bruce and Loretta Metcalf, and Lionel Mitchell.



*Top left: Carole Burk, Loretta Metcalf, Dick Burk, Lionel Mitchell, Bruce Metcalf, Paul Edelstein, and Art Fournier at the High Velocity Sports Bar
Bottom left: Lionel Mitchell and Paul Edelstein
Top right: Paul and Art with an Acura NSX
Center right: Paul and Lionel try on a Bullitt Mustang
Bottom right: Art trying not to look too happy with an Audi R8*

UPCOMING EVENTS

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

- Apr 20** - Classic Car Center Swap Meet and Car Corral, Fredericksburg, VA
Apr 24 - BOG Stuffing Party
Apr 27 - BOG Set Up at Gunston Hall
Apr 27 - CDC Autocross, Waldorf, MD
Apr 27 - Treasured Motorcar Services Open House, Manchester, MD
Apr 28 - Britain on the Green *CTR*
May 4 - Williamsburg British and European Car Show
May 7 - CTR Executive Steering Board Meeting, Arlington, VA
May 10 - Deadline for the May issue of *The Standard*
May 11 - Charles Runyan Memorial Mountain Road Tour, PA *CTR*
May 17-19 - Carlisle Import and Performance Nationals
May 18 - Tune Up/Timing Tech Session *CTR*
May 19 - CTR Breakfast *CTR*
May 19 - Old Town Festival of Speed, Alexandria, VA
May 25-Jun 2 - British Car Week
Jun 1 - Cars and Motorcycles of England, Ft. Washington, PA
Jun 1 - British Standard Motors Tech Session, Fairfax, VA *CTR*
Jun 2 - The Original British Car Day, Mt. Airy, MD *CTR*
Jun 8 - Moss Motorfest, Petersburg, VA
Jun 14 - Deadline for the June issue of *The Standard*
Jun 15 (New Date) - 4th annual CTR Spring Rally *CTR*
Jun 16 - Sully Antique Car Show, Chantilly, VA
Jun 29 - BritFest 2019, Timonium, MD *CTR*
Jun 30 - Vintage Restorations Swap Meet, Union Bridge, MD *CTR*
Jul 9 - CTR Executive Steering Board Meeting, Arlington, VA
Jul 14 - Brunch by the Bay, Galesville, MD *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>
 for details, updates, changes, and additions.



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.



CL003 for CTR



CL027 for BOG

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design you own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.

Trending with CTR

News of Members in Brief



The Thomson family took part in the Easton, Maryland, airport car show on April 7th with Sandy and JoAnne's TR250, Rob's red TR6, and Jonathan's white TR6. (The F-104 isn't theirs.)



Above: Restoration of Stuart Diekmeyer's TR4 continues in his Upper Marlboro, Maryland, garage



Left bottom: Brian Johnson had Karl and Penny's Stag trailered from Virginia to his home in Pennsylvania. After a tune up at Triumph Restoration, Brian drove the car 40 miles home. It's great to see it on the road!

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

The Vintage Triumph Register
 PO Box 655
 Howell, MI 48844



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



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Air Pressure Gauges

Lionel Mitchell

I was recently motivated to look for an accurate air pressure gauge. The motivation came from my Jaguar, not one of my Triumphs. But as we all know, for any car, tires are arguably the most important safety components on the car. My Jag does not have a spare. So, that means I need to pay close attention to the condition of the tires. Like many newer cars, mine has Tire Pressure Monitoring (TPM) sensors. This all started back in December when a TPM sensor tripped and a warning light came on. Good time to read the owner's manual and find out about this modern car. It turns out tire pressure readings for all four tires are displayed through a vehicle menu accessible by buttons on the steering wheel. Who would have thought it? Anyway, from the display, I saw that one of the tires was low. So, I pumped up the tire to the recommended cold setting of 37 psi checking with what I considered to be my best air gauge and thought no more about it with all the hubbub of the holidays. But recently, I thought I'd better check on the tires. Through the vehicle settings menu, I saw that the tire in question had a cold pressure reading of 41 psi. I then checked the tire pressure reading with the same gauge that I used before, and it read – you guessed it – 37psi. Sooo either my gauge is significantly off or the TPM is. Do I trust a \$10-\$20 gauge or a TPM system in a high-end modern car? That's how I arrived at my decision to look for an accurate tire pressure gauge.

My Current Gauges – Probably like you, I have several gauges between my garage and vehicles. Here is a photo of four gauges I found readily in my garage: 3 analog gauges and a digital that range in cost from \$5 to \$20. I primarily rely on the Accugage gauge (\$20 on Amazon) because it's much easier to use. I discovered when I tried to use the other three that I was just letting air out of the tire and not getting a measurement. So, in the trash they went. The Accugage is the one I used to get the measurement referenced above.



My Search Begins – A while back, I looked briefly on Amazon at gauges – a dizzying array of offerings: different brands, types, and prices. Not very conducive for making a decision unless I'm going on price alone, and then there are still too many choices. So, I put out a post on our club Facebook group page to find out what members' experience was. I got some good feedback that gave me a good frame of reference from which to start my search.

Gauges Characteristics and Features – I know what I want in a gauge. First of all, it has to be accurate, and secondly, it needs to be easy to use. Always start with your requirements, and you'll end up with the right solution (says my systems engineering background). Some of these characteristics I already knew; others I discovered from my research. Here are brief descriptions.

Pressure range – believe it or not, the range of pressure in a gauge is a good indicator of the accuracy of a gauge. In general, gauges are most accurate in the middle of the range. One typical range is 0-60 psi. That's the range of interest for typical passenger vehicles. If you can find data on accuracy, which most manufacturers are want to publish, some data will show different accuracy levels for different parts of the range of a gauge, which will bear out the general conclusion above.

Gauge size – one site I looked at states that size matters. The bigger the gauge, the more accurate it is. I'm sure there are exceptions to this rule, but for one thing, it is easier to read a larger dial. Many dial gauges come in 2" – 4" sizes. I prefer a smaller size so that I can easily fit it in a glove box but still large enough to read easily.

Style – gauges come in pencil, analog dial and digital display styles. My preference is a dial.

Accuracy – as noted above, I was getting 4 psi difference between my old gauge and my car's TPM. That's a 10% difference. In my research, I found that unless you want to pay a few hundred dollars or more for a gauge, you can get a gauge that has 2% accuracy for a reasonable price.

Digital vs. Analog – I did not research much about the difference between the two types of technology except for the admonition from one site (conventional wisdom) that said you get what you pay for. If you buy a cheap gauge of either type, it won't be as accurate or last as long as a more expensive one.

Wet vs. Dry – just from reading a few sites, it seems that wet gauges are for more extreme conditions than we typically encounter with our cars. They are more accurate in extreme cold conditions and where there is a lot of vibration; and they serve to dampening the immediate shock of air pressure. The fluid can also contribute to longevity because it lubricates the mechanisms.

Features – there are several features IMHO that make a gauge easier to use and serve to make the gauge last longer and keep its accuracy. From my research, I found most good quality gauges have a rubber bumper around the gauge dial to protect it from damage. Many have a glow-in-the-dark dial face and a pressure relief valve to bleed air. Some have a fitting to an air hose. A few have a feature to hold the reading of air pressure after the gauge is removed from the tire stem. I like that feature. Chuck styles are typically either a ball or an angle female style. Measurement

units are typically in psi but some have a Pascal scale as well. Measurement gradations can be ½ pound, 1 pound, or 2 pounds for the English scale.

Manufacturers – through recommendations from club members who responded to my post the club FB page, I focused on three quality brands: Longacre, Inercomp, and Milton Industries. All three make a wide variety of gauges of different quality levels and prices.

My Choice – As mentioned earlier, my requirements are accuracy and ease of use. Feature-wise, I wanted a small or medium size dial gauge with a bleed valve, rubber bumper, GID dial, bleed valve, and hold reading features. And it had to not have a ball chuck. I absolutely hate those – maybe it’s user error, but I always end up letting air out of the tire with that type. My target price was \$50 +/- . Harkening back to my systems engineering days, I make a matrix of features and selected seven models from the three brands mentioned above that were within my price bogie.

And the winner is (drum roll) – Longacre 2 ½” dial analog gauge, dry mechanism that gives 2% accuracy; has a bleed valve, and holds the reading; and has ½ pound markings for 0-60 psi (part # 52-52003). On the Longacre web site, it lists for \$50, but I found it on Amazon for \$43 with free shipping, and it came in two days. It looks like a quality instrument, very heavy-duty construction.



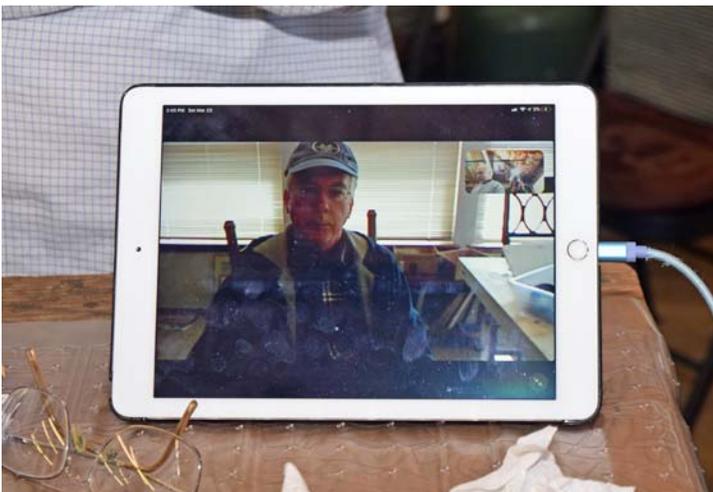
Measurements – I took measurements on my Jag and on my TR6 in cold conditions to compare my old and new gauges and, for the Jag, the TPM readings. Of course, I made a table for each car and computed deltas (differences) for the measurements. I won’t take up space here with the tables, just give summaries. Across all four tires on both cars, the old Accugage read 3 psi lower than the new Longacre gauge. On the Jag, the new Longacre gauge read 1 psi lower than the TPM readings. I don’t know how the TPM system makes or displays the readings, but it only shows whole number psi values. The Longacre displays ½ psi units. I recorded the Longacre readings to the nearest ½ psi. At 37 psi with 2% accuracy, a reading of +/- ¾ psi is the accuracy one could expect with this gauge. But the question is whether the TPM reading is the accuracy standard? I don’t know, but I’m satisfied with the accuracy of my new gauge. I now have confidence that I can set my tire pressures accurately.

Stromberg Carburetor Tech Session March 23rd

Many of our Triumphs have Zenith Stromberg carburetors as the heart of their fuel systems. While not as maligned as our Lucas electrical systems, the Stromberg carburetors have a certain mystique of their own and are not really well understood by many Triumph owners. On March 23rd, Paul Edelstein did much to explain how these carbs work by disassembling a Stromberg 175 CD-2 to explain its various components and functions during a tech session held in Lionel Mitchell's garage in Haymarket, Virginia. Paul also demonstrated how to reassemble the carburetor and pitfalls to be avoided during the process.

Lionel provided coffee and doughnuts as well as a lunch of deli sandwiches and a variety of beverages for everyone to enjoy during this outstanding "how to" tech session that was well attended by CTR members. On hand were Al Ames, Christian Ballester, Dick Burk, Tom Burke, Ben Cheshire, Doug Dallhoff, Sam Earle, Dennis Eckhout (who participated via Skype from Oklahoma City), Paul Edelstein, Pete Farrell, Art Fournier, Bob Fox, Brian LeBlanc, Bruce Metcalf, Lionel Mitchell, Roger Mor-

ison, Stephen Oertwig, Stan Olownia, Pete Philips, Stephen Prior, David Rohrer, Frank Smigelski, Jaime Steve, Alan Stiley, Barry Stoll, Stetson Tinkham, and Rich Wilkins. Thanks to Paul Edelstein for a very informative, hands-on session and to Lionel Mitchell for his hospitality.



Bottom left: A first for a CTR event - Dennis Eckhout participated from Oklahoma City by Skype



VTR
2019

1969 Dripping Springs, Texas 2019

TR6

Vintage Triumph Register National Convention
<http://hillcountrytriumphclub.org/vtr2019/>
October 6-11, 2019

Bottom left: Stetson Tinkham's recently restored TR6 will be one of the cars featured in a special display of 1969 cars at Britain on the Green on April 28th
Bottom right: Not everyone drove a Triumph

Amelia Island Concours d'Elegance

Lionel Mitchell

Can't get enough of this place. Nancy and I attended the Amelia Island show for the fourth year in a row, sharing a condo with Sheila Skipper. We were joined by John Buescher, Dennis Eckhout (flying in from Oklahoma City), and the Thomson family. We also ran into former CTR members Terry and Kathy Sopher who now live in Florida.

It's hard to describe in words. So, I'll let the photos speak for themselves. Each year, impresario Bill Warner and his team come up with different features and an honoree. One of the features this year was Rock Stars and their guitars and cars. This exhibit was curated by John Oates, rock singer/guitarist of the Hall and Oates duo. Over time, he has had numerous sports cars. He had two cars on the show field: a Porsche 356 and a twin-cam MGA displayed along with two of his guitars. The Janis Joplin Porsche 356 in its psychedelic paint job was displayed along with one of her guitars.

In addition to around 300 show cars on the field, there are other car events over the weekend. On Saturday, they host one of the largest Cars and Coffee events in the country. Former members Terry and Kathy Sopher had their pristine Triumph TR250 on display there as were a few other Triumphs.

There are several high-end car auctions over the weekend where you can see cars from Triumphs to Ferraris auctioned. In addition to all the car activities, there are great restaurants and beautiful scenery. It's a great respite from the late winter doldrums. You should check it out. Just be sure to find lodging long before the show, which takes place the second weekend March. We've already reserved the same condo for next year.

Here's the link: <https://www.ameliacconcours.org/>



Above left: Nancy Mitchell with a 1959 Cadillac

Above right: Just your average concours Bugatti

Top right: Jonathan, Sandy and JoAnne Thomson, Lionel Mitchell, John Buescher, and Kathy and Terry Sopher with the Sopers' TR250

Center right: JoAnne Thomson tries on a Porsche 911 at the Drive Line event

Bottom right: Dennis Eckhout, Sheila Skipper, John Buescher, and Lionel and Nancy Mitchell



*Top: John Oates with his MGA which was on display along with his Porsche 356 and guitars
Bottom: Lionel Mitchell, Sheila Skipper, and Dennis Eckhout*



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2018
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We couldn't do it without your support!

Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$20 per pair - contact Patrick Carter (202-285-7031 or PCarter.dc@gmail.com) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



CLASSIFIED

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

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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravel1@yahoo.com

TR4A AMCO Top for sale, new... in the box. \$250. Contact Brian at shobud@msn.com or 703-919-7125



1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

Wanted to buy. Good Day! I am a member of Delaware Valley Triumphs (Phila. area) and owner of a TR6. I am interested in purchasing a Triumph 2000 (Series 1), Rover P5, or Rover P6 (3500) saloon to complement my roadster. Would need it to be in at least #2 condition and left-hand drive. If someone has one of these models or knows of one, please have them get in touch with me at jlorini52@gmail.com or 610-633-6127

1956 TR3 for sale with approximately 50K original miles. Repainted BRG and reupholstered. If interested, contact Roger Morrison at roger.morrison.1@verizon.net or 703-901-4107 for additional details.

Set of 4 TR8 wheels and tires for sale. Wheels refinished. Tires are two-year old 185/70 R 13 Kumho Solus TA 11 with approximately 6K miles on them. \$550. Also available second set of 4 TR8 wheels with older tires. Wheels need refinishing. \$250. Contact Art Fournier at artfournier4@gmail.com or 410-535-0690



For Sale 1976 TR6 in incredible, original condition. This TR was stored in a climate-controlled warehouse for 39 years after the current owner, sadly, went blind! Only 22,000 documented miles are on the car! It was originally purchased in England by an Englishman and driven 1 1/2 years before moving to the US. The original tags from England are still on the car. The car was sold a couple years later to the current owner. It has electric overdrive, factory hardtop, and original convertible top and tonneau, boot cover and original Michelin redlines mounted on wheels. New Coker redlines on additional wheels are on the car.

Coventry Motor Works was asked to collect the car and ensure that all systems were refreshed and in good working order. The fuel system, cooling system, brake system, electrical system, suspension, and steering, have been thoroughly gone through. All new hoses, belts, have been replaced. The paint is all original (Java), with a blemish on the driver's front fender. Under the hood is in untouched, very original factory condition. This Triumph is in outstanding condition inside and out and is in near museum quality. It comes with documentation and the desired "Passport To Service" owner's booklet.

Coventry has been asked to market the Triumph at a very reasonable price of \$23,995. Serious buyers have the opportunity to discuss purchase with the owner who is 83 years old, and lives in Florida. Please call Sandy Thomson at 410-253-8519 with your interest.



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THE STANDARD

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1958 TR3A for sale in East Aurora, New York. Has motor. No doors, but rear fenders and front cowling look good. Need to sell quickly (read cheap). Contact Richard Farwell at rafarwell01@gmail.com



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CTR and BOG are on Facebook.

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Signs of the Times



Triumph Trivia

Christopher Yurasko

In the most recent ten years, what marque has received the most Best of Show awards at Britain On the Green?

Answer. Jaguar reigned supreme for three of the last ten years at BOG. Triumph took top marks twice and we've celebrated notable examples of other marques throughout the decade. Here are the last ten in alphabetical order:

- 1954 Allard K2
- 1956 Austin Healey 100-4 BN2 Coupe
- 1947 Bentley Mk VI
- 1939 Jaguar SS 100
- 1953 Jaguar XK120 FHC
- 1954 Jaguar XK120 FHC
- 1950 Riley RMD
- 1965 Sunbeam Tiger Mk I
- 1960 Triumph Italia
- 1968 Triumph TR250



Capital Triumph Register, Ltd. Membership Application / Renewal



Name: _____ Spouse/Partner: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

Work Phone: _____ Email Address: _____

Triumphs owned (Year/Model/Color): _____

Dues: 1 year \$25.00 or 2 years for \$40.00 - Electronic Newsletter
 1 year \$35.00 or 2 years for \$60.00 - Paper Newsletter

Newsletter Choice: Electronic Paper

Amount Enclosed (payable to "CTR"): _____

Please complete and return this form with your payment to:

Roger Morrison, CTR
 3413 Mansfield Road
 Falls Church, VA 22041

Or you may apply or renew by paying on-line at the CTR website:

<http://capitaltriumphregister.com/ctr-membership/>



THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXXI, Number 5, May 2019

2019 is CTR's
30th Anniversary Year!



*A few of the many, many CTR volunteers that made BOG 2019 a success.
Front row left to right: Art Fournier, Roger Morrison, Lionel Mitchell, Ho Yong Oertwig, Nancy Mitchell, Doug Dallhoff,
and Sandy Thomson. Second row: Stetson Tinkham, Pete Farrell, Ben Cheshire, and Sam Earle. Third row: Stephen Oertwig,
Steve Mumma, Bob Foxm and Rich Smalling. Back row: Christopher Yurasko, Dick Burk, John Buescher,
Alan Stiley, and Paul and Sharon Edelstein.*

PAGES 1, 7-10, and 16-17 - Britain on the Green 2019 Coverage; PAGE 2 - From the President; PAGE 3 - CTR Happenings; PAGE 4-7 - Upcoming CTR and Area Events; PAGE 13 - CTR Event Calendar; CTR Regalia; PAGE 14 - Charles Runyan Memorial Mountain Tour; PAGE 18 - CTR's First Newsletter; PAGE 20 - CTR 30 Years Later; PAGE 21 - Capital Driving Club Autocross; PAGE 22 - Classifieds; PAGE 23 - Club Info; PAGE 24 - Odds and Ends



From the President

By Stephen Oertwig

Goldilocks Effect makes BOG 2019 'Just Right'

Phenomenal is the best way to describe Britain on the Green 2019. This year's show followed the successful tradition of greatness Capital Triumph Register members have displayed during the five years of British automobiles at Gunston Hall.

This year was a Goldilocks story for Britain on the Green. Bog 2017 was too hot at 95 degrees. Last year was too cold at 55 degrees. This year was just right with a comfortable 75 degrees.

It took a year of planning to make the 22nd BOG a success. Every year it keeps getting better.

Can't happen without volunteers

Britain on the Green happens only because of the great work by many volunteers. A fresh resupply of BOG STAFF hats focused the spotlight on the scores of people out working the show field, registration, information booth and balloting.

Pete Farrell led the brigade of volunteers who helped with the stuffing party, who labored to get the show field ready, and who were essential to the smooth flow of people and cars on show day.

Your efforts did not go unnoticed. Many participants noted how many CTR members were available at Gunston Hall.

Thank you, BOG volunteers, who donated a most precious resource—time. Your labors are the key to BOG's success, and you can be proud of putting on another great show.

Bringing the big show to town

The biggest change this year for BOG was moving vendors out to the middle of the show field. This was a vision by Patrick Carter. This layout change provided a big top feel to the show venue.

The "Cars of 1969" corral helped shape the overall tone that was more inclusive across the British car community. The multi-marquee display was the suggestion of Lionel Mitchell. Instead of featuring a Triumph car model, the featured year of 1969 embraced a full range of British cars.

Improving the voting process

Voting for popular choice was a field experiment for information technology students attending George Mason University. Pete Farrell encouraged students to improve the balloting process as a practical exercise under real conditions.

Students Chris Nguyen, Mohammad Sohaib, Andrew Kick, Kunal Thakur, Amber Sok, Raman Sekhon and Sahdia Khurshid used technology to boost a Wi-Fi signal to the show field where they assisted people with online voting. They also coded the online ballot to see how people would use the online voting system.

Christopher Yurasko worked with the George Mason team to tally the results and send them to me for reading off a tablet. This solved the problem of papers flying around and getting out of order.

Thank you to everyone on the George Mason team who helped CTR find new solutions to a problem encountered by all car show organizers.

It takes a village of British car owners

The one area where CTR did share an important part was voting were for the special trophy categories such as best survivor, best display, best resto-mod, and best of show.

Assisting with judging from the MG club was Charlie Scott. The Austin Healey club was represented by Joe Foster, who also is a CTR member. Richmond Triumph Register members Pete Phillips, who also is a CTR member, and Gary Kinney, also a Car Club Council of Central Virginia member, accepted the challenge. Sara Rosenfeld from the *Car Club Council of Central Virginia* rounded out the judging teams. CTR members rounding out the judging teams included: Lionel Mitchell, Alan Stiley, Rich Wilkins, Jaime Steve, Paul Edelstein, and Art Fournier.

We also had future British car owners help with the Hagerty Youth Awards judging guided by Sandy Thomson to ensure many owners and cars were recognized for their efforts.

When Britain on the Green ends, there is a sense of amazement of what is pure magic. CTR's master magician is John Buescher. John steers the BOG ship straight to even more accolades year after year, and makes sure BOG ends with a ray of sunshine and pot of gold at the end of the rainbow.

Thank you, John, and thank you to all the members of CTR's executive steering board for making BOG 2019 great.

Suggestions and comments to improve BOB 2020 are welcome. What did we do right, and what can be improved? We can rest now that BOG is finished, but planning for next year starts soon. We need all of you again next year to be successful again.

British Car Week

The 23rd annual British Car Week runs May 25 through June 2. While an excuse to drive a Triumph is never needed, British Car Week is a great reason to drive the tires off.

British Car Week is a campaign to draw attention to the fun of driving a British car. While you are out touring around during the week, take photos and carry CTR membership brochures. People are going to ask you about your Triumph. Embrace the love of the hobby and be proud of your Triumph.

I took the GT6 out of a two-year slumber, and I had forgotten how exhilarating and fun it was to drive the GT6. It was nothing like driving the Herald. Now that I have the GT6 at a place that is more accessible, I plan to drive it — and my other Triumphs. Drive on and drive often.

Please welcome CTR's newest members:

- ◆ Steve and Ana Harrison of Alexandria, VA, who own a red 1975 TR6

Along with members who have recently renewed their CTR memberships:

- ◆ Lyndon Abell
- ◆ Beverly Dougherty
- ◆ Stan Olownia
- ◆ Bradley Quin
- ◆ Alex Attard



CTR Happenings

Happy 30th Anniversary CTR!

May 4th was the 30th anniversary of CTR's founding back in 1989. To commemorate the event, our first newsletter is included in this issue of *The Standard*. Take a look at page 18 to see how much newsletter technology has changed since that two and half page mimeographed issue was published.

Late Spring and Summer Events

Our next Tech Session will be hosted by Barry Stoll on May 18th and cover engine tune up and timing. Our May CTR breakfast will be held on the 19th. Also on May 19th is the Old Town Alexandria Festival of Style and Speed. Wrapping up the month, British Car Week will run from May 25th to June 2nd. So no more excuses, get out there and drive your Triumphs!

On June 1st, our friends in Delaware Valley Triumphs will cohost Cars and Motorcycles of England in Ft. Washington, Pennsylvania. Also on June 1st, British Standard Motors in Fairfax is hosting a tech session on electrical systems and components at their shop in Fairfax, Virginia. The Original British Car Day will be on June 2nd at its new location at Serra Valley Farms in Mt. Airy, Maryland. Moss Motorfest will be at their facility in Petersburg, Virginia on the 8th. On June 15th there will be a Post BOG review meeting to cover lessons learned from BOG 2019 and begin planning for BOG 2020. On June 22nd we will hold our 4th annual CTR Spring Rally in Southern Maryland. (This event has been rescheduled from the 15th to fit in the Post BOG meeting.) Once again this will be a “fun rally” in which you answer questions about what you see along the route.

The Sully Antique Car Show will be on the 16th in Chantilly, Virginia, while Triumphs Around the Chesapeake will hold their

annual Brits by the Bay show at the Harford Winery on the 23rd of June. On the 29th, BritFest 2019 which will be held at the Maryland State Fairgrounds in Timonium. The event includes a British car show and is designed to bring together “all things British” including the food, the beer, the sports and activities, the crafts and the music. To learn more on BritFest, see: <https://www.mt.cm/britfest-2019> On the 30th, Vintage Restorations is hosting a swap meet at their shop in Union Bridge, Maryland.

Information and details on many of these events may be found throughout the newsletter.

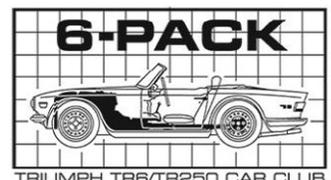
Looking way ahead to July and August, we are planning our second Brunch By the Bay on July 14th. Once again we'll plan to visit Pirate's Cove in Galesville, Maryland. On the 20th, we will hold our annual Horse Country Drive in northern Virginia. The run from Haymarket covers some of the finest sports car roads in the region and ends with a picnic near Marshall. The MG club's Test Drive is tentatively planned for August 17th pending the availability of Bull Run Regional Park. This is always a great opportunity to sample and compare other Triumphs as well as MGs. On August 25th we will hold our annual Cruisin' for Crustaceans tour in Maryland. C4C is CTR's longest running annual event. It covers backroads before ending at a restaurant where you can enjoy some of Maryland's renowned blue crabs. And the crab harvest for 2019 is shaping up to be outstanding.

More Events—it's up to You!

CTR was very active in 2018, hosting or participating in 30 events. So far, we're on course to exceed that in 2019. Our event directors, Doug Dallhoff and Tom Burke, have a lot of great ideas for events throughout the year: more tech sessions, drives, and road trips are already in the works. For example, a visit to the St. Michaels Concourse in September and US Oyster Festival in October are being planned.

But we can always use more ideas for events? Consider hosting one, be it a drive on your favorite backroads or a visit to a destination you think CTR's gear heads might enjoy. It could be a social event, a tech session in your garage or a local shop, or even a Get Your Hands Dirty session to work on a Triumph project that requires extra hands or a bit of technical skill. Projects can be large or small. If you have an idea for a project, contact one of the CTR board members to get the ball rolling.

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



Engine Tune-Up/Timing Technical Session

May 18th
Doug Dallhoff

An Engine Tune-up/Timing Technical Session is scheduled for Saturday, May 18th. Choosing the instant that the fuel charge in the cylinder is ignited is one of the most critical adjustable elements in achieving optimum output from your internal combustion engine. This tech session will review the conversion of fossil fuel to mechanical power in our Triumph engines. During this Technical Session Barry Stoll will address the electrical side of this process in depth. Barry will look at the ignition system in general and discuss how it can be "tuned" through component substitution, replacement, and adjustment. Since the most adjustable variable is that of ignition timing, Barry will discuss how to choose when ignition should occur under a variety of operating conditions and he will discuss and demonstrate a variety of techniques for making and measuring this adjustment. There will be coffee and doughnuts available to kick off the tech session. This is an excellent follow-on to the Carburetor Rebuild Technical Session, and a great opportunity to learn how to get your Triumph engine in optimum running condition and ready for spring driving. Specifics follow:



Description: Barry Stoll will discuss and demonstrate engine tune-up and ignition timing.

Time: 9:30 a.m. to 12:30 p.m.

Location: Barry Stoll's garage, 6424 Vale Street, Alexandria, VA 22312

Please consider hosting a future Technical Session or a Get Your Hands Dirty (GYHD) event. It's a great opportunity to get that project started you've been putting off that might require additional sets of hands or a bit of technical advice. It's also an opportunity to share any technical expertise you may have with other Triumph enthusiasts. The possibilities are endless. If you have an idea for a project, contact one of the CTR board members to get the ball rolling.



CTR Breakfast May 19th

Our next bi-monthly breakfast is planned for 9:00 a.m. on Sunday, May 19th at the Primo Family Restaurant in Alexandria. Join us with or without your Triumph for breakfast and conversation which usually continues out into the parking lot when the dishes are cleared. This month's breakfast is a great way to start the day for those attending the Old Towne Festival of Style and Speed later in the day.

Primo's is located at 1636 Belle View Boulevard, Alexandria, VA 22307 in the shopping center at the intersection of Belle View Boulevard. and Fort Hunt Road.

Old Town Festival of Speed and Style May 19th

Old Town Festival of Speed & Style will take place on May 19th. This is an opportunity to display your Triumph along with other rare and exotic cars on the lower three blocks of King Street in Old Town Alexandria, Virginia. There will be presentations of style, fashion and live music provided by over 40 local merchants. The event highlights the unique offerings of the Old Town community – history, architecture, great food, fabulous people, art, style, energy. All proceeds benefit ACT for Alexandria. Admission is free and open to all.

The Festival is seeking rare and exotic supercars from the 50s, 60s, 70s, and 80s for display. An \$85 tax-deductible donation is required per vehicle application. All applications will be curated by a concours level selection team. Refunds will be issued to those not chosen to be in the show. Space is limited, register today if interested. For details, see their website, www.festivalspeedstylealex.com.

British Standard Motors, LLC www.britishstandardmotors



British Standard Motors, LLC
2811-B Old Lee Hwy
Fairfax, VA 22031
Phone: (703) 573-3140
Email: rollo@britishstandardmotors.com
URL: www.britishstandardmotors



British Standard Motors Tech Session June 1st

British Standard Motors is planning a tech session on British electrical systems and components at their shop at 2811-B Old Lee Highway, Fairfax, VA 22031. After trying to coordinate a number of dates with area British car clubs, it was decided to offer the session twice. CTR will attend the one at 10:00 a.m. on Saturday, June 1st.

If the address looks familiar, it's that of the old Motorhead shop. The BSM crew welcome us for an exploration of British electrics, including upgrades such as a modern alternator that looks like a 1960s vintage generator.

Rollo Samuel, Jim Venskus, and Mick Webb formed British Standard Motors, LLC in 2016 after purchasing the remaining inventory and tooling from Motorhead, and leasing Motorhead's facility in Fairfax, VA.

The session should last between 60 to 90 minutes and include basic electrical theory, building a basic electrical tool kit, 6- and 12-volt systems, major electrical components, basic diagnostic techniques and fault presentation, common wiring issues in British cars, and proper electrical repairs. There will be time after the presentation for questions and answers.

Post BOG 2019 Review



Meeting John Buescher



The Club has just completed a very successful Britain on the Green, but we can learn from what went correctly and what we need to do to improve. A meeting is scheduled for Saturday, June 15 to allow a discussion. The location has not yet been selected. If you have any recommendations, please email them to John Buescher at jbuescher1616@gmail.com.

Some of the topics that need to be discussed are:

- ◆ Participant and vendor feedback – update last year's survey
- ◆ Registration – Continue to refine the process
- ◆ Voting – How to get quicker voting results
- ◆ Signage – What signs or posters are needed?
- ◆ Special car displays – Continue but with a new display
- ◆ Food trucks – Were the food fare and quantity adequate?
- ◆ Field layout – Can we improve it?
- ◆ Event photographer – We need to update the video on the website
- ◆ Volunteers – Did we have enough?
- ◆ Pop-up tents – Two are in need of repair – Help!

Original British Car Day June 2nd

The 42nd Annual Original British Car Day will be held Sunday, June 2nd, from 8:00 a.m. until 3:00 p.m. The show is sponsored by the Chesapeake Chapter of the MG T Register and will feature displays of antique, classic and new British cars and motorcycles as well as a flea market. The featured marque for 2019 is the classic Mini. Food is available on site or bring a picnic lunch. This year the show has a new location, Serra Valley Farms, in Mt. Airy, Maryland. For more information on Serra Valley Farms and directions, visit their website, www.serravalleyfarms.com. For additional information on the Original British Car day and for a registration form see their website, www.chesapeakechaptermgclub.com.

Moss Motorfest June 8th

2019 Moss Motorfest is around the corner! Join them for a day (or weekend) of sports cars, friends, and fun. On Saturday, from 8:00 a.m. till 2:00 p.m. hundreds of cars and spectators will join them at their Petersburg, Virginia, facility. During the car show Saturday, there will be prizes, tours of the Moss facility, music, and food vendors. All attendees will receive a 15% discount on parts all day Saturday.

To participate in Motorfest, you must register online prior to May 28, 2019. To help run a smooth show, there will not be registration on the day of the event. General parking will be available for unregistered guests. See their website, <https://mossmotors.com/motorfest>, to register and for additional details.



It's Right Around the Corner!

- Car Show, Awards, and Afternoon Cruise
- Friday Night Pre-Party and Q&A
- Moss Warehouse and Upholstery Tours
- Meet Legendary Miata Designer Tom Matano
- Food, Vendor Booths, and More!

PETERSBURG, VA | JUNE 8, 2019

Sully Antique Car Show June 16th

Looking for a great way to spend Fathers' Day? Plan on attending the 44th annual Sully Antique Car Show to be held Sunday, June 16th, at the Sully Historic Site in Chantilly, Virginia. New this year is a parade of 100-year-old-cars. The show, sponsored by the George Washington Chapter of the Model A Ford Club and the Fairfax County park Authority, features a car corral, live music, food vendors, house tours, children's activities, and an antique craft & flea market. Visit www.gwcmodeleda.com for details.

Vintage Restorations Swap Meet

June 30th

Tom Burke

The nice folks at Vintage Restorations in Union Bridge, Maryland are planning an "Antique & Classic Car Swap Meet/Flea Market" on Sunday June 30, 2019 from 9:00 a.m. to 4:00 p.m. CTR club members are invited to bring any parts or even cars that they would like to sell. The MG club and other individuals will be selling (and probably buying) there as well. A two-acre field is available for setting up your goods and you must bring your own tables, tents, and chairs. This is a great opportunity to make some space in your garage and put some cash in your pocket. Directions to Vintage Restorations are available on their website, www.vintagerestorationsltd.com. Vendors must pay the princely sum of \$5.00 to cover necessities. The event will be held rain or shine. Everyone is welcome, of course, to attend and do some shopping. We will see you there. (Bring money!)

Vintage Restorations Limited
Specializing in English Auto
Restoration and Service




52 North Main Street
Union Bridge, MD 21791
www.vintagerestorationsltd.com



John M. Tokar (410) 775-0500

4th Annual Spring Rally

June 22nd (New Date)

Art Fournier

We've had fun with our spring rally the last three years, so we're setting another one up for 2019. On Saturday, June 22nd, we'll hold a question-and-answer rally in Southern Maryland beginning in Upper Marlboro and ending at a diner near Hughesville. Participants will be given a copy of the route directions and will be asked to answer questions on what they see along the way. Most of the questions will be easy, but there will be a few tougher ones to make it a bit challenging. It will not be a timed event, so there will be no reason to speed – think of it more as a self-guided tour.

A Triumph would be nice, but certainly isn't mandatory. For safety sake, we very strongly recommend you have a navigator to handle the paperwork so you can keep your head out of the cock-

pit and your eyes on the road. You'll need a pen to record your answers and a clipboard or something to keep your route package from blowing away. A working odometer would be a helpful aid in following the route instructions. You won't need GPS, but if you'd like to use it, that's okay. The intent is to have fun while enjoying some pleasant backroads in your LBC.

The rendezvous point is the same one we used last year and for Cruisin' for Crustacean tours: the Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. (From the Washington Beltway, take Exit 11 and go southeast on Route 4 (Pennsylvania Avenue) to Route 301 in Upper Marlboro. Take Route 301 north toward Baltimore and go just over a half mile to the Marlboro Pike (Route 725), the second traffic light. The Shell station will be on your left.) Cars will be started from there beginning at 10:00 a.m.

Although the starting point is the same, this year's route will be quite different taking you on mostly back roads through southern Prince George's, Charles, and northern St. Mary's Counties before ending at a restaurant near Hughesville where you may order off the menu and relax while your results are scored. After lunch, we'll compare notes and award some "fabulous prizes."

Please respond to the invite no later than June 19th. Contact Art Fournier at 410-535-0690 or artfournier@comcast.net for additional information. We're sorry to have played musical dates with the rally, but we're trying to accommodate additional CTR events. We hope to see you there!

Brits By the Bay June 23rd



"Brits By The Bay"
2019
Modern & Classic
British Car & Motorcycle Show

Open to ALL British Cars & Motorcycles
***** GREAT LOCATION *****

Harford Vineyards & Winery 1311 W. Jarrettsville Rd. Forest Hill, Md. 21050
www.harfordvineyard.com **NO PETS PLEASE!!**
Sunday, June 23rd 10am – 3 pm Gates open 9:00am Rain Or Shine
Pre-Register by May 19 to Receive a Free Show T-Shirt & Dash Plaque
Door Prizes, Music, & Good Ole Car Talk
Food, Snacks, Wine Tasting & Beverages Available On Site
NO OUTSIDE ALCOHOL ALLOWED
Please Contact: Britsbythebay@gmail.com
For up to date info Go to www.facebook.com/britsbythebay
Credit & Debit Card Payments Accepted Securely Online!

For More Information, Online Registration or Directions Visit:
WWW.TRACLTD.ORG
or contact
Steven Horant @ 443-827-6116
Email Us at: BritsByTheBay@gmail.com

Detach coupon below and send it with your check made payable to TRAC.
Mail to: TRAC, 902 A Cedar Crest Ct., Edgewood, Md. 21040



Now in its third year, *BritFest* will be held on the in-field of the Timonium, Maryland, Fairgrounds on Saturday, June 29th from 11.00 a.m. to 7.00 p.m. to coincide with the month of Queen Elizabeth's 93rd birthday celebration and will include cultural samplings and tastings from Britain. The event is designed to bring together "all things British" including the food, the beer, the sports and activities, the crafts and the music. This year, *BritFest* will feature a cricket match, a rugby tournament and a Pub Soccer Challenge featuring four Baltimore pub teams representing, Arsenal, Chelsea, Liverpool and Man Utd. For a full list of activities visit www.britfestMD.com

A portion of the proceeds will benefit the St. Georges Society and go directly to their support of the Invictus Games. Also new this year is a Car Boot Sale, Darts, A Great British Bake tent, The Queen's Head Pub Tent, and Classic Bikes as well as the Classic Cars. There will be activities for the kids including traditional egg and spoon, sack, and three-legged races.

Tickets are \$18.00; kids under 16 are free. No outside food or alcohol or dogs permitted in the festival. (Note that the deadline for registering British cars for display has passed. CTR had planned to participate as a club; however, we missed the opportunity this year.)

The Vintage Triumph Register

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

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



Cars of 1969

In past years, a single model or marque has been singled out for special recognition at Britain on the Green. Lionel Mitchell came up with a different idea for 2019. In part to honor the 50th anniversary of the Triumph TR6, Lionel suggested a special class made up of British cars produced in 1969. The cars were given their own parking area on the show field and their own class for participants' choice balloting. The cars included two Triumph TR6s, a Ford Cortina Estate, a Jaguar E-Type series 2 FHC, and an MGB. (A Land Rover Series II was also entered in the class but was unable to attend.) The display generated a considerable amount of interest and has prompted several suggestions for special displays at future Britain on the Green shows.



Britain on the Green in Review



April 28th

John Buescher and Art Fournier

Well, CTR's 22nd annual Britain on the Green (BOG) car show is behind us. The show had over 800 participants and visitors in attendance, and featured around 180 cars on the field, of which a noteworthy 48 were Triumphs belonging to CTR members. More importantly was the number of CTR members who helped before, during, and after the show to make the event easy and efficient. Although we try to keep count, we've probably missed a few, but there were more than 40 CTR members who lent a hand to make the show a success. Thank you all – this type of show cannot be held without your support and dedicated efforts!

April weather in the Washington region can be relied upon to be unpredictable, and this year was no exception. The early morning threat of showers kept a several people away. However, the day turned out to be rain free with pleasant temperatures, much better than last year's chilly, windy day and most certainly better than the stifling heat of 2017.

The selection of cars on the field this year was varied and of very high quality. In addition to the Triumphs, there was especially strong support by MG, Jaguar, Lotus, and Morgan owners. An MG TF took best of show honors; however, there were several notable contenders that made the decision a difficult one for the judging team. It should be noted at this year's judging of the four highest awards for BOG was conducted by various members of the MG, Austin Healey, Jaguar, and Triumph clubs, an idea conceived and organized by Lionel Mitchell. By bringing in members of different car clubs, we have taken another step towards making judging in this show as unbiased as possible.

The number of displays by our sponsors and vendors was again up this year. Patrick Carter, back with his Spitfire after last year's electrical mishap, was responsible for the field layout which brought our vendors center stage, something no other car show in Northern Virginia has attempted. We received many positive comments from both vendors and participants appreciating that car aficionados and vendors were brought closer together by locating the vendors on the show field.

The four food trucks provided a varied array of food from breakfast items, BBQ, hamburgers and hot dogs, and Puerto Rican fare, and were enjoyed by all. And let's not forget the children's activities organized and executed by Sharon Edelstein and her group of volunteers. Lastly, was the popular driving simulator hosted by Sandy Thomson's family through Coventry Motor Works. Back by popular response, live music again was provided by Stubby Knuckles and Fast Fingers Freddy. Although the Gunston Hall Visitors' Center displays were closed for renovation, the mansion itself was open to BOG participants and visitors offering a change of pace from viewing the cars on the field.

Although BOG is a team effort, several CTR members need to be recognized for their special efforts. In addition to being the BOG coordinator, John Buescher once again produced the program. Pete Farrell not only coordinated volunteer efforts, but also arranged for a group of his George Mason University information technology students to study and implement improvements to our voting process. Roger Morrison led registration while Christopher Yurasko took charge of balloting. Lionel Mitchell not only handled awards but suggested and organized the special display of British cars produced in 1969. Once again, Sandy Thomson took charge of the Hagerty Youth Judging program. Finally, Stephen Oertwig, CTR president, was on hand to meet, greet, and thank everyone for attending BOG and to perform as the announcer for the awards presentation. And the list goes on as so many people devoted countless hours to making this year's BOG a success.

But it never stops; we expect even more from you as discussion and planning for the 2020 Britain on the Green show, which will be held on Sunday, April 26, 2020, is already getting underway!



Left to right: BOG Coordinator John Buescher, Field Marshall Patrick Carter, and Volunteer Coordinator Pete Farrell



Top: Best of Show 1955 MGTF owned by Richard Laux
Bottom: Best Resto Mod 1970 Spitfire Mk 3 owned by Doug Walls,
Best Display 1969 Ford Cortina Estate owned by Robert Moss, and
Best Survivor 1967 Land Rover Series IIA owned by Tim Risinger



Britain on the Green 2019 Results



Best of Show (Gunston Bowl): 1955 MG TF 1500, Bill Laux

Best Resto-Mod: 1970 Triumph Spitfire Mk 3, Doug Walls *

Best Display: 1969 Ford Cortina Estate, Robert Moss

Best Survivor: 1967 Land Rover Series IIA, Tim Risinger

Hagerty Youth Judging Awards: 1st 1954 MG TF Chris Klepinger; 2nd 1973 TR6, Andrew Stuart *; 3rd 1963 Jaguar Mk 2, Muffi Grinnell

Cars of 1969: 1st Jaguar E Type series 2 FHC, Jaime Steve *; 2nd 1969 Ford Cortina Estate, Robert Moss

Triumph TR2 / TR3: 1st 1960 TR3A, Matthew Offen *; 2nd 1959 TR3A, Dick Burk *; 3rd 1961 TR3A, Bill Jordan *

Triumph TR4 / TR4A: 1st 1963 TR4, Ben Pontano *; 2nd 1964 TR4, Alex Attard *; 3rd 1964 TR4, Christopher Gentile

Triumph TR250 / TR5: 1st 1968 TR250 Sandy Thomson *

Triumph TR6 (1969-1973): 1st 1972 TR6, Brad Hauck; 2nd 1973 TR6 Doug Dallhoff *; 3rd 1969 TR6, Michael Grinnan; Honorable Mention 1972 TR6, Pete Farrell *

Triumph TR6 (1974-1976): 1st 1975 TR6, Lionel Mitchell *; 2nd 1976 TR6, Sam Earle *; 3rd 1976 TR6, Marc Botzin *; Honorable Mention 1974 TR6, Geoffrey Hopwood

Triumph TR7 / TR8: 1st 1980 TR8, Paul Edelstein *; 2nd 1980 TR8, Gary Kinney

Triumph Spitfire: 1st 1970 Spitfire Mk 3, Doug Walls *; 2nd 1967 Spitfire Mk 2, Sean Cahill *; 3rd 1975 Spitfire 1500, Patrick Carter *

Triumph GT6: 1st 1970 GT6+, Jay Christopher *; 2nd 1969 GT6, Anthony Blair

Other Triumph: 1st 1949 Triumph TR2000, Stephen Woodall; 2nd 1965 Herald Estate, Stephen and Ho Yong Oertwig *

MG T Series: 1st 1955 TF 1500, Bill Laux; 2nd 1949 TC, Ben Swecker

MGA: 1st 1962 MGA, George Gillian; 2nd 1958 MGA, Jennifer Giunta

MGB/C (to 1974): 1st 1964 MGB, Joseph Dowley; 2nd 1973 MGB, Joseph Dowley; 3rd 1972 MGB, Jeff Puford

MGB (1974-½ to 1981): 1st 1979 MGB, Stephen McDowell; 2nd 1878 MGB, Darryl Scott; 3rd 1968 MGC, Mark Hanna

MGB/C GT: 1st 1969 MGBGT, Colin McLain; 2nd 1974 MGBGT, Mike Alexander

Austin Healey Sprite / MG Midget: 1st 1975 MG Midget, Charles Scott

Austin Healey 100 / 3000: 1st 1956 100, Tim Flaherty; 2nd 1967 BJ8, Joe Foster *

Jaguar Saloon: 1st 1963 Mk 2, Muffi Grinnell; 2nd 1963 Mark 2 3.8 L, Sara Rosenfeld

Jaguar Sports: 1st 1989 XJS, Bob Andretta; 2nd 1995 XJS, Todd Howes

Jaguar XK120 / XK140 / XK150: 1954 XK120 FHC, James Michael Kelly

Jaguar E-Type: 1st 1969 XKE, Amy Pfalzgraf; 2nd 1967 E-Type Series 1 OTS, Shane Sonneveldt; 3rd 1967 E-Type, Mark Gordon

Jaguar XK8 / XKR: 1st 2011 XKR, Edward Stiley; 2nd 2000 XKR, Sharon Cooper; 3rd 1992 XK8, Robert Stephen

Lotus: 1st 1969 Elan, Mark Whitaker; 2nd 2004 Caterham Super 7, Gavin Slade; 3rd 1987 Esprit, Mark Frank; Honorable Mention 1967 Elan S3 DHC, Tim and Jenn Glahn

Classic Mini: 1st 1968 Mini Cooper S, Fred True; 2nd 1973 Austin Mini, Frank Parsons; 3rd 1966 Mini Innocenti T, Chuck Viggiani

Morgan: 1st 1953 +4 DHC, Donald Roberts; 2nd 2019 Roadster, Randy Kell; 3rd 1965 4/4, Bates McLain; Honorable Mention 1965 4/4 Competition, Warren Muse

Rolls Royce / Bentley: 1st 1964 Rolls Royce Silver Cloud III, John Bays; 2nd 1969 Silver Shadow, Shaun English

Special Interest Saloon: 1st 1967 Morris Traveller, Grant Randall; 2nd 2004 Land Rover Discovery II HSE, Jake Mays

Special Interest Sports: 1st 1967 Ford Cortina GT Mk 2, Ira Schoen *; 2nd 1945 Daimler Scout Mk III, David Page; 3rd 2011 Aston Martin V8 Vantage S, Alden Heath, Jr.

Motorcycles: 1st 2014 Triumph Bonneville T-100, William Atkins

* CTR Member

As Seen at Britain on the Green 2019





2019

6-Pack Gateway TRIals

October 3-6, 2019

<http://www.6-pack.org>



And to the many other CTR members who were on hand, thank you!

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UPCOMING EVENTS

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

- May 17-19** - Carlisle Import and Performance Nationals
May 18 - Tune Up/Timing Tech Session *CTR*
May 19 - CTR Breakfast *CTR*
May 19 - Old Town Festival of Style and Speed, Alexandria, VA
May 25-Jun 2 - British Car Week
Jun 1 - Cars and Motorcycles of England, Ft. Washington, PA
Jun 1 - British Standard Motors Tech Session, Fairfax, VA *CTR*
Jun 2 - The Original British Car Day, Mt. Airy, MD *CTR*
Jun 8 - Moss Motorfest, Petersburg, VA
Jun 14 - Deadline for the June issue of *The Standard*
Jun 15 - Post BOG review Meeting
Jun 16 - Sully Antique Car Show, Chantilly, VA
Jun 22 (New Date) - 4th annual CTR Spring Rally *CTR*
Jun 23 - Brits By The Bay, Harford Winery
Jun 29 - BritFest 2019, Timonium, MD
Jun 30 - Vintage Restorations Swap Meet, Union Bridge, MD *CTR*
Jul 9 - CTR Executive Steering Board Meeting, Arlington, VA
Jul 12 - Deadline for the July issue of *The Standard*
Jul 14 - Brunch by the Bay, Galesville, MD *CTR*
Jul 20 - Horse Country Drive *CTR*
Aug 9 - Deadline for the August issue of *The Standard*
Aug 17 (Tentative) - MG / TR Test Drive *CTR*
Aug 25 - Cruisin' for Crustaceans *CTR*
Sep 13 - Deadline for the September issue of *The Standard*
Sep 15 (Tentative) - CTR Breakfast *CTR*
Sep 21 - Joint Driving Event *CTR*
Sep 28 - MGs on the Rocks
Sep 29 - St. Michaels Concours d'Elegance

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>
for details, updates, changes, and additions.



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.



CL003 for CTR



CL027 for BOG

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not shown on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.

Charles Runyan Memorial Mountain Road Tour May 11th

Charles Runyan, proprietor of the Roadster Factory and the Coventry Inn passed away recently, which was a tremendous loss to the British car hobby. As a memorial to him, Dan Mabon of the Roadster Factory organized a mountain road tour through the hills near Armagh, Pennsylvania. Despite a poor weather forecast for the days before and after the event, more than 80 cars showed up to take part in this tribute to Charles Runyan's memory. The weather for the mountain tour itself turned out to be sunny and pleasant. The roads were outstanding and well-suited to the collection of Triumphs along with MGs, Jaguars, Austin Healeys, TVRs, a Cortina, and others. (And by "others" we mean non-LBCs, of which there were several.)

CTR's contingent included Paul and Sharon Edelstein, Lyle Farmer, Art Fournier, Lionel Mitchell, and Sandy, JoAnne, Rob and Jonathan Thomson. Some of us arrived Friday evening and got together for what's become a traditional dinner at Asiago's at the top of the Incline in Johnstown. And of course, we had to ride the funicular railroad while we were there.

Saturday's mountain road tour included a stop at Horseshoe Curve National Historic site where you can view long trains cover 220 degrees of your field of view as they make their way up and down through the Allegheny Mountains. The ride from the visitor's center and museum is by another funicular railroad. After Horseshoe Curve, the tour visited nearby Cresson where the group descended on several restaurants before making its way back to the Roadster Factory in Armagh. Cresson's restaurants were surprisingly good and varied. One, Vito's, offered truly excellent New York style pizza, calzone, and subs on hand made bread.

While there is not a Summer Party planned for the Roadster Factory this year, the mountain road tour proved to be a fitting substitute and memorial to Charles Runyan. Hopefully, it may become a tradition.



*Left: Art Fournier, Paul and Sharon Edelstein Lionel Mitchell, and JoAnne, Sandy, Jonathan and Rob Thomson
Top right: Lyle Farmer in his TR3A
Center: Paul Edelstein admires the TRS cars in the TRF showroom
Bottom: Albert Runyan and Dan Mabon at The Roadster Factory*



I pulled into TRF yesterday morning, and, seeing all the cars and wonderful people we've known for so many years, I was completely overcome. It was exactly the kind of weather my Dad loved most to drive his cars in, and it felt like the right kind of tribute to him. Thanks everyone, it was a great day.

- Caroline Runyan



*Above: Lyle Farmer proudly displays his CTR regalia
Left top and center: Some of the LBCs in the parking lot at Horseshoe Curve
Bottom left: Dan Mabon with "the world's loudest Spitfire"*



 A logo for the Vintage Triumph Register National Convention. It features a red TR6 car in the center, with a banner below it that says "1969 Dripping Springs, Texas 2019" and "TR6" at the bottom. Above the car is a shield-shaped emblem with "VTR 2019".

Vintage Triumph Register National Convention
<http://hillcountrytriumphclub.org/vtr2019/>
 October 6-11, 2019

Hagerty Youth Judging Program at Britain on the Green

For the third year, Britain on the Green has had the honor of hosting the Hagerty Youth Judging Program sponsored by the Hagerty Classic Car Insurance Company. The program is designed to provide young people age 6-14 the opportunity to interact with classic car owners and, at the same time, learn the basics of judging. The young people receive caps and t-shirts from Hagerty which also provides forms for them to use as they evaluate classic British cars at Britain on the Green. In 2019, the young judges rated three cars at BOG and picked their favorites. Hagerty and CTR provided awards for the three choices. This year, the cars selected by the judges were the 1954 MG TF owned by Chris Kleppinger, the 1973 TR6 owned by Andrew Stuart, and the 1963 Jaguar Mk 2 owned by Muffi Grinnell.

In 2017, RJ Fortwengler and Sheila Skipper coordinated with Hagerty to get the program going at Britain on the Green while the Thomson family – Sandy, JoAnne, Rob, Jonathan, and Scott – took over for 2018. Sandy again managed the program for 2019. We would like to thank the Hagerty Classic Car Insurance Company for their support for the program as well as the young people and car owners who took part. We are enthusiastic about the program which encourages “next generation” involvement in our hobby and hope that it will continue to be enthusiastically received at Britain on the Green for years to come.



Left: Sandy Thomson (left) and Chris Kleppinger (right) with the Hagerty youth judging team as they evaluate Chris' 1954 MG TF

Above: Andrew Stuart (right) answers questions about his 1976 Triumph TR6 as it is evaluated by members of the Hagerty youth judging team



We dream of roaring engines
of metal, rubber, the smell of exhaust
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Getting Ready for BOG 2019



Top: John Buescher, Richard Pace, Alex Attard, Roger Morrison, and Barry Stoll get ready to stuff envelopes (or were they stuffed with Peggy Morrison's excellent BBQ pork and chicken?)
Center: Doug Dallhoff, Walt Seedlock, and Steve Michalak happily go about stuffing BOG information packet envelopes



Bottom left: Patrick Carter (right) explains his field set up plan while Roger Morrison and Doug Dallhoff listen in
Above: BOG set-up isn't all hard work; Alex Attard, Roger Morrison, John Buescher, and Doug Dallhoff found time for a little horsing around



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CLASSIC AND VINTAGE CAR RESTORATION AND SERVICE SINCE 2014

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As we celebrate CTR's 30th anniversary, here's our first newsletter in its entirety.

NATIONAL CAPITOL AREA VINTAGE TRIUMPH REGISTER

VOL. I, No. 1

May 1989

WE'RE ON OUR WAY!

Twenty-four Triumph enthusiasts met at the Quality Inn tonight (May 4th) to establish a local zone of the Vintage Triumph Register. We adopted the name National Capitol Area Vintage Triumph Register to serve our organization until we seek chapter status and proposed a geographic area definition of 75 miles around Washington. We set initial dues at \$10.00 and gave Mike Szoke the responsibility of establishing our treasury. We also decided to meet again on Thursday, June 1st, 1989, at the Quality Inn, Edsall and I-395, at 7:30pm. So, is that all? No!

We agreed that there is a fundamental need to define why we exist. A tentative suggestion was, "To preserve the marque, and have a good time doing it." This may yet become our reason for being, but let's think about it and make that decision in the near future.

General consensus dictates that we emphasize activities over business meetings. Charlie Brown, Jack Burrows and Rosemary Kooiman volunteered to form a core activities committee, and Joe Silberlicht volunteered to establish our premier club event. We also tossed around several forthcoming local events and will establish a calendar in our newsletter to inform the membership of interesting events projected over the next year. While our next meeting will be a dinner meeting modeled on the first, to tweek and peek our organization, expect our third and most subsequent meetings to be activity oriented.

CALENDAR

May 19-21	Import Car Festival Carlisle, PA	(717)243-7855
Sat May 20	English Motor Tour to Southern Pennsylvania	Lou Delafield (703)968-0387
Sun May 21	Quince Orchard Auto Show Gaithersburg, MD	Lee Faris 963-0186
Sun May 28	Children's Hospital Autocross Columbia (MD) Mall 8am Tech Inspection 9am First Flight	Jack Burrows (703)533-3627
Fri-Sun Jun 16-18	TRA Annual Convention Uniontown, PA	(614)687-3551
Sun Jun 18	Autocross-Mack Truck Parking Lot I-70 & I-81 Hagerstown, MD 8am Tech Inspection 9am First Flight	Jack Burrows (703)533-3627

Sun Jun 25	British Car Day Bowie, MD	Allen Pond
Thu-Sun Jun 22-25	Triumph at Roebling Savannah, GA	Steve Conway (912)921-5700
Sun-Mon Jul 15-16	Solo One and Autocross Summit Point	Jack Burrows (703)533-3627

Information on NCAVTR activities may be obtained by calling or writing:

Henry Irving
4133 Bancroft La
Woodbridge, Va 22192
(703)590-9536

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2400 Stone Hedge Dr.
Alexandria, Va 22306
(703)354-6628 days
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Joe Silberlicht
1116 Constitution Ave, N.E.
Washington, DC 20002
(202)546-2757

Abe or Rosemary Kooiman
7549 Wilhelm Dr.
Lanham, MD 20706
(301) 552-2104

Contact Henry Irving for information concerning the national Vintage Triumph Register organization, and Joe Silberlicht for information on the Triumph Register of America (specializing in TR-2/3).

TREASURER'S REPORT

Mike Szoke reported first night membership enrollment at about 15 people. He has selected "FedStar" as a bank for our organization (because it's 3 flights down at work-makes sense to me), and has applied for non-profit organization status. Thanks, Mike. The next Treasurer's Report will include figures.

FORTHCOMING EVENTS

Please note: Charlie Brown has to notify the Quality Inn no later than May 29 as to how many members will be attending the June 1 meeting. If we tell them to prepare for 20 people, we have to pay for 20 whether or not they show, so please make a commitment one way or another. The sit-down buffet will cost \$9.00 per person. If you're planning to attend, please let him know (he's not going to have time to call you again). Hopefully, with warm weather coming, this will be our last indoor sit-down meeting for awhile, and we can enjoy some activities.

British Car Day: We are going to try to set up a station next to the Roadster Factory to let Washington area Triumph owners know of our existence. If anyone is willing to work our table, please let Charlie Brown know (he's coordinating this).

THERE'S MORE!

We would like to thank Curt Robinson for volunteering the use of

his MacIntosh computer to help in the preparation of club mailers and handouts for British Car Day.

Looking forward to a strong membership, we want TR owners interested in having a good time, sharing their knowledge with others (or vice versa, please ask), and generally helping the rest of us make this club work.

Some of you have expressed a wish for a club mailing list. If you will call Charlie Brown with your request, he'll be glad to run one off for you and bring it to the next meeting. It will cost you about 30 cents, but I can't offer a lock-in on that price.

In "Diamonds Are Forever", J.B. drives a Stag. Does anyone know of any other good cuts on Triumph?

The activities committee needs suggestions. Let us know what you'd like to do.

Do you have any Triumphs, parts or literature you'd like to buy or sell? Personal advertisements will be published free of charge for members on a month by month basis, meaning if you need to have something published more than once, you'll have to tell us. Our advertisement policy is subject to change once we get a newsletter committee going to establish a policy (and an improved newsletter). When this newsletter evolves into a 1st class product, and we have a policy to guide us, we'll be happy to consider commercial adds.

The next newsletter will be published shortly after our next meeting. For any additions, deletions or changes, please notify Charlie Brown. Complimentary copies will be available for prospective members.

CTR 30 Years Later

A lot has changed for CTR in the 30 years since it was founded in 1989. We shortened our name from the National Capital Area Vintage Triumph Register to Capital Triumph Register in 1995 – NCAVTR was just too much of a mouthful – and our membership has grown from 24 to 150. Our activity calendar continues to evolve and many of our cars are shown more than they're driven. But our goal remains the same: To preserve the marque, and have a good time doing it.

Many of the faces have changed too. Some have moved away, some have sold their Triumphs and, sadly, some have passed away. A few of the founding and "first year" members are still in CTR however: Georgia Rogers (6), Arleigh Cottrell (15), Karl Johnson (30), Lionel Mitchell (35), Art Fournier (91), Ken DeMatteo (95), and Dennis Eckhout (103). The list goes on.

CTR's newest member is number 1,106; a lot of faces and Triumphs have come and gone over the years.

With more and more electric and self-driving cars, it's difficult to guess what the future will bring for the classic car hobby, but here's to the next 30 years of the Capital Triumph Register!

Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$20 per pair - contact Patrick Carter (202-285-7031 or PCarter.dc@gmail.com) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



Capital Driving Club Autocross

April 27th



Rob and Jonathan Thomson participated in the Capital Driving Club autocross held at Regency Furniture Stadium in Waldorf, Maryland, the day before Britain in the Green. Both their TR6s proved competitive, finishing well up in the field of 118 more modern cars



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OCTOBER 18-20, 2019

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CLASSIFIED

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

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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravel1@yahoo.com

TR4A AMCO Top for sale, new... in the box. \$250. Contact Brian at shobud@msn.com or 703-919-7125



1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

Wanted to buy. Good Day! I am a member of Delaware Valley Triumphs (Phila. area) and owner of a TR6. I am interested in purchasing a Triumph 2000 (Series 1), Rover P5, or Rover P6 (3500) saloon to complement my roadster. Would need it to be in at least #2 condition and left-hand drive. If someone has one of these models or knows of one, please have them get in touch with me at jlorini52@gmail.com or 610-633-6127

1956 TR3 for sale with approximately 50K original miles. Re-painted BRG and reupholstered. If interested, contact Roger Morrison at roger.morrison.1@verizon.net or 703-901-4107 for additional details.

Set of 4 TR8 wheels and tires for sale. Wheels refinished. Tires are two-year old 185/70 R 13 Kumho Solus TA 11 with approximately 6K miles on them. \$550. Also available second set of 4 TR8 wheels with older tires. Wheels need refinishing. \$250. Contact Art Fournier at artfournier4@gmail.com or 410-535-0690



For Sale 1976 TR6 in incredible, original condition. This TR was stored in a climate-controlled warehouse for 39 years after the current owner, sadly, went blind! Only 22,000 documented miles are on the car! It was originally purchased in England by an Englishman and driven 1 1/2 years before moving to the US. The original tags from England are still on the car. The car was sold a couple years later to the current owner. It has electric overdrive, factory hardtop, and original convertible top and tonneau, boot cover and original Michelin redlines mounted on wheels. New Coker redlines on additional wheels are on the car.

Coventry Motor Works was asked to collect the car and ensure that all systems were refreshed and in good working order. The fuel system, cooling system, brake system, electrical system, suspension, and steering, have been thoroughly gone through. All new hoses, belts, have been replaced. The paint is all original (Java), with a blemish on the driver's front fender. Under the hood is in untouched, very original factory condition. This Triumph is in outstanding condition inside and out and is in near museum quality. It comes with documentation and the desired "Passport To Service" owner's booklet.

Coventry has been asked to market the Triumph at a very reasonable price of \$23,995. Serious buyers have the opportunity to discuss purchase with the owner who is 83 years old, and lives in Florida. Please call Sandy Thomson at 410-253-8519 with your interest.



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- Herald & 2000 Saloon	Stephen Oertwig	660-422-2908	oertwig@mac.com
- Stag	Glenn Minucci Paul Scuderi	240-577-5256 240-876-7222	gminucci@yahoo.com trsix_guy@yahoo.com
- Autocross	Lionel Mitchell	703-754-7362	haymarket4@verizon.net
- Racing	Ira Schoen	703-698-1691	Pterodactyl711@aol.com

1958 TR3A for sale in East Aurora, New York. Has motor. No doors, but rear fenders and front cowling look good. Need to sell quickly (read cheap). Contact Richard Farwell at rafarwell01@gmail.com



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CTR and BOG are on Facebook.



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Britain on the Green

Signs of the Times



Triumph Trivia

Christopher Yurasko

Who is this?

This is Australian racer Joan Richmond photographed in her Triumph Gloria ca. 1936. She was one of the first successful woman drivers in the UK and raced against both men and women. She retired from racing with the outbreak of WWII and worked in an aircraft factory. After the war she returned to Australia where she lived until 1999.



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THE STANDARD

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Volume XXXI, Number 6, June 2019



Lionel Mitchell, Doug Dallhoff, Doug Walls, Art Fournier, Tom Burke, and Pete Farrell at the Original British Car Day at Serra Valley Farms near Mt. Airy, Maryland on June 2nd.

For more on OBCD, see page 6.

PAGES 1 and 6 - Original British Car Day; PAGE 2 - From the President; PAGE 3 - CTR Happenings; PAGE 4-5 - Upcoming CTR and Area Events; PAGE 8 - Engine Timing Tech Session; PAGE 9 - Sully Show; PAGE 10 - RJ Fortwengler's TR250; PAGE 11 - CTR Event Calendar; CTR Regalia; PAGE 12 - BSM Tech Session; PAGE 13 - Trending with CTR; PAGE 14 - Moss Motorfest; PAGE 15 - From the Editor; PAGE 16 - May CTR Breakfast; PAGE 18 - Classifieds; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

Triumphs destined to become museum pieces

Triumphs may disappear from American roads in 20 years. Teenagers who see a Triumph in museums will ask, “Who made Triumphs?”

There will not be any younger drivers to take our keys and drive the back roads with the top down. They all will be driving cars made by companies that still are in business. Everyone will be driving automatic transmission cars, and wrenches will be antiques.

This scenario is possible because there is just a small percentage of young people who are willing to jump behind the wheel of a Triumph. Instead, younger drivers want cars like Mazda Miatas, Honda Civics, and other cars that have a whole industry ready to sell parts to make their new generation of inexpensive sports cars faster and more fun to drive.

These cars are reliable —by British car standards —and don’t require constant fiddling with to keep them on the road. I saw this generational gap at Moss’s Motorfest. There were many teenagers and younger drivers at the show because more than half the cars were Miatas.

Hardly any of the Miatas were stock.

Miatas are the Spitfires of 40 years ago. Fun to drive, easy to customize and best of all, a convertible. Many young Spitfire owners of the past would customize their cars with all types of extras to give personality to their cars.

Today, Spitfire owners are working to restore their cars back to the original specifications and make them as good as when they rolled off the floor at Triumph’s factory. Parts distributors are betting on future Miata owners wanting to restore their cars to original condition in the future.

Take them for a drive

We can reverse the trend in young people abandoning Triumphs for other sports cars by getting teenagers in our cars now and hitting the roads to car shows. We also can introduce young people to the joy of turning a spanner. We do it not just for economic reasons but for the satisfaction of doing ourselves.

My son grew up watching me change oil, working on suspensions, and chasing gremlins that invade British electronics. He had the confidence to change his own oil and tackle a brake job because he saw his father doing it.

Sports cars are for everyone

The enthusiasm by younger drivers is not limited by gender. There were many young women at Moss Motorfest looking at cars. I was encouraged to see a young woman driving a Miata recently. She had a roll bar and stickers proclaiming performance products, so she appreciated fast driving. What was more amazing was she was driving a car with manual transmission.

Built in theft device

The current joke is that our cars have built in theft devices because they have manual transmissions. Reports are that only one is every six drivers can drive a manual transmission. My son is one of those six. He spent his summers on the farm, and old tractors don’t have automatic transmissions. He drives a manual transmission car now and shares my joy of shifting.

We can reverse this trend by putting licensed teenagers behind the wheels of Triumphs and letting them practice driving. It is like walking — you have to take the first step.

On the road again

I’ve had the GT6 in dead storage for a while, and finally moved it to a place where I can drive it more often. It really was exhilarating to drive the GT6 compared to driving the Herald. The two-liter engine put a smile on my face and the throaty exhaust notes were music.

It needs a cleaning and maintenance job, after I replace the windscreen gasket on the Herald. It rained during Moss Motorfest and I had a few drops penetrate through the perished gasket. I plan to make this a Get Your Hands Dirty session.

Getting ready for 2020

Planning has started for Britain on the Green 2020. Early work on next year’s show will make it a winner. John Buescher led a meeting to review this year’s BOG and what we can do to make next year’s show even better.

The one area that BOG always needs is more volunteers. Participants always comment on how many CTR members are on the field organizing the many details that go into a car show.

Thanks to all who helped this year, and let’s see even more CTR members involved next year.

Shifting gears

I’ve been wrapped up in a multitude of projects since BOG. I even missed driving during British Car Week because we went to the farm in Missouri. I did check on the Sports 6 and the two 2000 Mk 1s. The Sports 6 is in an open barn, so the varmints have ravaged it. I considered bringing it back on the trailer, but it has rained so much that I could not get to the shed where the trailer is kept.

Thank you to all the CTR members who are keeping the tires on the road and engines tuned for club members.

I'm looking forward to the spring rallye because the roads of Maryland are great for cruising the countryside in a Triumph, especially if you have a navigator. It will be a perfect time to drive on and drive often.

Please welcome CTR's newest members:

- ◆ Roy and Ruby Austin of Arlington, VA, who drive a black 1980 TR7
- ◆ Paul and Karen Doderer of Gainesville, VA, who are rejoining CTR after a long absence

Along with members who have recently renewed their CTR memberships:

- ◆ Justin Matthews
- ◆ Shiraz Mahyera
- ◆ Roger Haley
- ◆ Jay Christopher
- ◆ John Connor



CTR Happenings

Britain on the Green 2020

It never really stops, but planning for Britain on the Green formally got underway on June 15th at a meeting hosted by Pete and Lenore Farrell in Herndon, Virginia. In addition to looking at improvements based on this year's experience, there was discussion of a special theme for the 2020 show. At Lionel Mitchell's suggestion, a "then and now" theme was selected in which classic British cars and their modern equivalents will be contrasted. For example, a Jaguar E Type will be paired with an F Type, a classic Mini will be paired with a new MINI, and so on.

Summer and Fall Events

On June 22nd we will hold our 4th annual CTR Spring Rally in Southern Maryland. Once again this will be a "fun rally" in which you answer questions about what you see along the route.

Triumphs Around the Chesapeake will hold their annual Brits by the Bay show at the Harford Winery on the 23rd of June. On the 29th, BritFest 2019 which will be held at the Maryland State Fairgrounds in Timonium. The event includes a British car show and is designed to bring together "all things British" including the food, the beer, the sports and activities, the crafts and the music. To learn more on BritFest, see: <https://www.mt.cm/britfest-2019> On the 30th, Vintage Restorations is hosting a swap meet at their shop in Union Bridge, Maryland.

Looking ahead to July and August, we are planning our second Brunch By the Bay on July 14th. Once again we'll plan to visit Pirate's Cove in Galesville, Maryland. On the 20th, we will hold our annual Horse Country Drive in northern Virginia. The

run from Haymarket covers some of the finest sports car roads in the region and ends with a picnic near Marshall.

The MG club's Test Drive is tentatively planned for August 17th pending the availability of Bull Run Regional Park. As soon as the MG club gets a definite date, we'll let you know. This is always a great opportunity to sample and compare other Triumphs as well as MGs. On August 25th we will hold our annual Cruisin' for Crustaceans tour in Maryland. C4C is CTR's longest running annual event. It covers backroads before ending at a restaurant where you can enjoy some of Maryland's renowned blue crabs. And the crab harvest for 2019 is shaping up to be outstanding.

On September 15th, we'll get back on schedule and hold our next bimonthly breakfast. Tom Burke is planning a driving event for September 21st. MGs of Baltimore will host their annual car show, MGs on the Rocks, on September 28th. Sandy Thomson is planning a redux of his Trappe Triumph Invasion on Maryland's Eastern Shore September 27-29th in conjunction with the St. Michaels Concours d'Elegance. Preliminary details are in this issue of the newsletter.

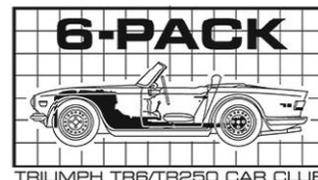
On October 5th, Treasured Motorcar Services will hold an open house and car show in Manchester, Maryland. The Vintage Triumph Register's National Convention will take place in Dripping Spring, Texas October 6-11th. On October 13th, the MG club will host their annual fall show, the Hunt Country Classic. And consider taking part in the DC area British Reliability Run October 18-20th.

More Events—it's up to You!

CTR was very active in 2018, hosting or participating in 30 events. So far, we're on course to exceed that in 2019. Our event directors, Doug Dallhoff and Tom Burke, have a lot of great ideas for events throughout the year: more tech sessions, drives, and road trips are already in the works. For example, a visit to the US Oyster Festival in October is being considered.

But we can always use more ideas for events? Consider hosting one, be it a drive on your favorite backroads or a visit to a destination you think CTR's gear heads might enjoy. It could be a social event, a tech session in your garage or a local shop, or even a Get Your Hands Dirty session to work on a Triumph project that requires extra hands or a bit of technical skill. Projects can be large or small. If you have an idea for a project, contact one of the CTR board members to get the ball rolling.

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



4th Annual Spring Rally

June 22nd

Art Fournier

On Saturday, June 22nd, we'll hold a question-and-answer rally in Southern Maryland beginning in Upper Marlboro and ending at a diner near Hughesville. Participants will be given a copy of the route directions and will be asked to answer questions on what they see along the way. Most of the questions will be easy, but there will be a few tougher ones to make it a bit challenging. It will not be a timed event, so there will be no reason to speed – think of it more as a self-guided tour.

A Triumph would be nice, but certainly isn't mandatory. For safety sake, we very strongly recommend you have a navigator to handle the paperwork so you can keep your head out of the cockpit and your eyes on the road. You'll need a pen to record your answers and a clipboard or something to keep your route package from blowing away. A working odometer would be a helpful aid in following the route instructions. You won't need GPS, but if you'd like to use it, that's okay. The intent is to have fun while enjoying some pleasant backroads in your LBC.

The rendezvous point is the same one we used last year and for Cruisin' for Crustacean tours: the Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. (From the Washington Beltway, take Exit 11 and go southeast on Route 4 (Pennsylvania Avenue) to Route 301 in Upper Marlboro. Take Route 301 north toward Baltimore and go just over a half mile to the Marlboro Pike (Route 725), the second traffic light. The Shell station will be on your left.) Cars will be started from there beginning at 10:00 a.m.

Although the starting point is the same, this year's route will be quite different taking you on mostly back roads through southern Prince George's, Charles, and northern St. Mary's Counties before ending at a restaurant near Hughesville where you may order off the menu and relax while your results are scored. After lunch, we'll compare notes and award some "fabulous prizes."

Please respond to the evite no later than June 20^h. Contact Art Fournier at 410-535-0690 or artfournier@comcast.net for additional information. We hope to see you there!

Brunch by the Bay

July 14th

Art Fournier

Instead of our bi-monthly breakfast, we will have Brunch by the Bay on Sunday, July 14th. As we did in 2018, we will meet at Pirate's Cove restaurant in Galesville, Maryland. The restaurant is on the West River, an inlet of the Chesapeake Bay south of Annapolis. We had a great crowd when we did this last year, let's see if we can do it again.

We'll get together at 10:00 a.m. for brunch and car talk. Pirate's Cove is located at 4817 Riverside Drive, Galesville, MD 20765. For more on the restaurant, check out their website: <http://piratescovemd.com/>

As always, while a Triumph is a great source of pride and conversation, it certainly isn't necessary to drive a Triumph to participate. So come on down, we hope to see you there. Look for an evite as we get closer or contact Art Fournier at 410-535-0690 or artfournier@comcast.net for additional information.

Horse Country Drive

July 20th

Lionel Mitchell

This year I will once again lead the drive into Virginia horse country on Saturday, July 20. The drive is open to all drivers, both moderately spirited as well as those who want a more leisurely drive. I will lead the former group; however, I'll be driving my restored maple TR6 and traveling a bit more sedately than is my norm. An intrepid CTR member has volunteered to lead the second group. We will have several pauses to reassemble all the cars. If you have not gone on this drive in past years because of the pace, or if you did and did not like the pace, now you can enjoy the beautiful scenery at a more leisurely tempo.

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

Like previous years, the route will start by going west on VA -55 and then go through the edge of Bull Run Mountain to The Plains. From there, we'll go through some horse farms on the back roads to Middleburg. Then, we'll make a run past the Scott Farm, site of the Hunt Country Classic car show in Frogtown, through Rectortown, and Atoka before coming into Marshall. Like last year, we we'll go over Naked Mountain via Leeds Manor Road before ending up in Marshall at the Northern Fauquier Community Park for our picnic dinner.

Here are the particulars:

- ◆ Meet in the Walmart parking lot in Haymarket on VA-55 at 3:00 PM (near I-66 & US 15)
- ◆ Depart at 3:15 p.m.
- ◆ The actual drive will be about 2.5-3 hours in duration including pauses
- ◆ End at Northern Fauquier Community Park around 6 p.m. for picnic dinner – BYO
- ◆ Optional stop back in Haymarket at Pickle Bobs for ice cream
- ◆ Rain date: Sunday, July 21; all other details the same

Look for an evite in July. If you have questions, email me at (haymarket4@verizon.net).

Vintage Restorations Swap Meet

June 30th
Tom Burke

The nice folks at Vintage Restorations in Union Bridge, Maryland are planning an "Antique & Classic Car Swap Meet/Flea Market" on Sunday June 30, 2019 from 9:00 a.m. to 4:00 p.m. CTR club members are invited to bring any parts or even cars that they would like to sell. The MG club and other individuals will be selling (and probably buying) there as well. A two-acre field is available for setting up your goods and you must bring your own tables, tents, and chairs. This is a great opportunity to make some space in your garage and put some cash in your pocket. Directions to Vintage Restorations are available on their website, www.vintagerestorationsltd.com. Vendors must pay the princely sum of \$5.00 to cover necessities. The event will be held rain or shine. Everyone is welcome, of course, to attend and do some shopping. We will see you there. (Bring money!)

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vintage.tokar@gmail.com
www.vintagerestorationsltd.com



John M. Tokar (410) 775-0500

ing up at our home in Trappe 4:30-5:00 p.m. for a pig roast and live music at 6:00 p.m.

Sunday we will attend the St. Michaels Concours d'Elegance. Special parking has been arranged for CTR club members. Coventry Motor Works, a sponsor of the Concours, will have a limited number of entry tickets to give CTR members and customers. Please contact Sandy Thomson for more information, Concours tickets, and your RSVP.

Brits By the Bay

June 23rd



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Trappe Triumph Invasion 2019

The British are Coming...Again
September 27-29th
Sandy Thomson

Coventry Motor Works and The Thomson Family invite members of the Capital Triumph Register and all British car enthusiasts, to a weekend on the Eastern Shore, September 27-29th.

Coinciding with the St. Michael's Concours d'Elegance, we will host a number of events beginning with a tech session at our shop in Easton Saturday morning at 10:00 a.m. Around noon, we will embark on a tour around Talbot county including St. Michaels, Tilghman Island, and the Bellevue/Oxford Ferry end-

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

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



The Original British Car Day

June 2nd
Art Fournier

After several years at Lilypons Water Gardens, the Original British Car Day celebrated its 42nd anniversary with a new home for its 2019 show: Serra Valley Farms in Mt. Airy, Maryland. Although many of us still wax nostalgic over OBCD's original home at Allen Pond Park in Bowie many years ago, Serra Valley Farms has a lot going for it with broad, level lawns and, for many of us, more convenient access than Lilypons. While there will never be as comfortable a location as Allen Pond Park, the days of 400-600 LBC shows in this area are, for better or for worse, behind us as well. A potential problem with a new venue for a long-standing event is a decrease in the number of participants. Despite a questionable weather forecast, the number of cars on the field at Serra Valley Farms seemed to be on a par with Lilypons, a good indicator that OBCD's new site is a good one. In honor of its 60th anniversary, the Chesapeake Chapter of the New England MG T Register, chose the classic Mini as the featured marque for the show.

Although there were threats of late afternoon storms, the day started off sunny and pleasant. The various Triumph classes formed one edge of the show field although the arrangement showed off the rear of our cars rather than the fronts. Representing CTR were Tom and Mary Burke, Malcolm Collum, Doug Dallhoff, Pete Farrell, Art Fournier, Lionel Mitchell, Ben and Susan Pontano, David Rohrer, Alan Stiley, and Doug Walls. Several of us took home trophies: Lionel Mitchell 1st place in the late TR6 class, Doug Dallhoff 2nd place in early TR6, Ben and Susan Pontano 2nd place in TR4/TR250, Doug Walls 2nd place in Spitfire/GT6, Tom and Mary Burke 2nd and Art Fournier 3rd in TR7/TR8, and Malcolm Collum 1st in Rolls Royce/Bentley with his 1950 Bentley Mk VI. We look forward to returning to Serra Valley Farms for OBCD 2020.



*Left: Art Fournier, Doug Dallhoff, Susan and Ben Pontano, and David Rohrer
Above: Tom Burke, Doug Dallhoff, and Pete Farrell compare hats while Mary Burke listens in
Below: Mary and Tom Burke in their TR8*





Top left: Lionel Mitchell and Doug Walls
 Center left: Pete Farrell relaxing in the shade
 Above: Alan Stiley



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Engine Tune-Up/Timing Technical Session

May 18th
Doug Dallhoff

Choosing the instant that the fuel charge in the cylinder is ignited is one of the most critical adjustable elements in achieving optimum output from your internal combustion engine. On 18 May, Barry Stoll hosted an Engine Tune-up/Timing Technical Session where he explained and reviewed the conversion of fossil fuel to mechanical power in our Triumph engines and explained the electrical side of this process in depth. Barry provided an excellent overview of our 4-stroke internal combustion engines including, piston and valves, spark and fuel, ignition system, distributor, coil and plugs, settings and adjustments, and dwell and timing. Barry had a spare dismantled distributor on hand as well as other ignition equipment to supplement his presentation and discussed and passed around several different tools and gauges used in tuning up our Triumphs.

Afterwards, we all proceeded to the driveway where Barry demonstrated optimizing timing advance using both a timing light and a vacuum meter, and then proceeded to help Doug Dallhoff and Dan Dragoi optimize the timing advance on their TR6s, and Alex Attard on his TR4.

On hand for this outstanding technical session were Alex Attard, Dick Burk, Ben Cheshire, Doug Dallhoff, Dan Dragoi, Kevin Durkin, Art Fournier, Bruce Metcalf, Jim Moscardini, Walt Seedlock, Frank Smigelski, Alan Stiley, Barry Stoll, and Sherman Telis. A big thanks goes out to Barry Stoll for his hospitality and for a very interesting and informative hands-on Technical Session.



Above: Barry Stoll discusses engine timing while Dan Dragoi, Ben Cheshire, and Sherman Telis look on



*Center: Barry gets ready to adjust the timing in Doug Dallhoff's TR 6 while Doug and Dick Burk look on
Bottom: The timing in Doug's TR6 was adjusted using both a timing light and a vacuum meter*

Historic Sully Show Spotlighted Cars 100 Years Old Class 33 Seemed Almost Brand New June 16th Pete Farrell

The Model A Ford Club put on an excellent show Sunday, June 16th. Yes, on Father's Day, and the large spectator crowd was full of fathers with families in tow. The backdrop was the Sully House in Fairfax, Virginia, built in 1794. There were about 400 cars – America muscle with GTO's, Corvettes, and the like. Early Americana was well represented by Model As and other vintage cars, and many, many 50s and 60s Fords, Chevys and Dodges.



The British contingent was anchored by several CTR members including a TR6 from Ben Cheshire and family (and two lovely dogs), Alex Attard's TR4, Pete Farrell's TR6, Paul and Sharon Edelstein's TR8, and Carter Sensabaugh's TR6. CTR members Paul and Sharon in their TR8 won 1st and Pete Farrell's TR6 won 2nd in their class.

The judges were from the Model A Club. Both of our class judges seemed particularly keen to get down on their hands and knees to examine the underside of the cars. Nope, no idea what points were awarded or subtracted under there. The best part of the show was that our class was parked in the shade under several big trees so it made for a delightfully cool day.

Two particular points of interest from the show. First, there was a parade of eight or so cars that were 100 years old, built in 1919. They were running under their own power, and many in the parade had on period attire. A second and more obscure point

(Continued on Page 10)



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Ben Cheshire and Pete Farrell with Pete's TR6

RJ Fortwengler's TR250

Mike Roe

I thought the CTR group might like an update on RJ Fortwengler's TR250, which I inspected and gave a favorable report to Tony Tiberia in Atlanta. Tony has done a wonderful job with the restoration, as this photo attests. CTR can rest assured that RJ's 250 will enjoy continued success on the road and at car shows.

Sully Show (Continued from Page 9)

was that to be judged you had to have a fire extinguisher sitting in front of the car. Paul heard about this shortly before the judges arrived, but Paul was not in possession of such an item. Thanks to fellow CTR member Alex Attard, when the judges arrived Paul's fire suppression equipment was on proper display. No fires were reported.



Carter Sensabaugh with his TR6 and Paul Edelstein with his TR8



CTR and BOG are on Facebook.

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

UPCOMING EVENTS

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

- Jun 22** - 4th annual CTR Spring Rally *CTR*
Jun 23 - Brits By The Bay, Harford Winery
Jun 29 - BritFest 2019, Timonium, MD
Jun 30 - Vintage Restorations Swap Meet, Union Bridge, MD *CTR*
Jul 9 - CTR Executive Steering Board Meeting, Arlington, VA
Jul 12 - Deadline for the July issue of *The Standard*
Jul 14 - Brunch by the Bay, Galesville, MD *CTR*
Jul 20 - Horse Country Drive *CTR*
Aug 9 - Deadline for the August issue of *The Standard*
Aug 17 (Tentative) - MG / TR Test Drive *CTR*
Aug 25 - Cruisin' for Crustaceans *CTR*
Sep 10 - CTR Executive Steering Board Meeting, Arlington, VA
Sep 13 - Deadline for the September issue of *The Standard*
Sep 15 - CTR Breakfast *CTR*
Sep 21 - Joint Driving Event *CTR*
Sep 28 - MGs on the Rocks, Rocks State Park, MD
Sep 27-29 - Trappe Triumph Invasion 2019 *CTR*
Sep 29 - St. Michaels Concours d'Elegance
Oct 5 - Treasured Motorcar Services Open House and Car Show
Oct 11 - Deadline for the October issue of *The Standard*
Oct 13 - Hunt Country Classic *CTR*
Oct 18-20 - DC Area British Reliability Run
Nov TBD - CTR T4 *CTR*
Nov TBD - Fall Foliage Tour *CTR*
Nov TBD - Richmond Triumph Register Crab Run *CTR*
Nov 8 - Deadline for the November issue of *The Standard*
Dec 7 - Middleburg, VA, Christmas Parade *CTR*
Dec TBD - CTR Holiday Party *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>
for details, updates, changes, and additions.



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.



CL003 for CTR



CL027 for BOG

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not shown on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.

All Things Electrical and Why They Go Haywire

British Standard Motors Tech Session

June 1st
Pete Farrell

A guaranteed way to start a conversation at a British car meet is to mention something electrical. So it was timely that British Standard Motors (BSM) opened their shop to CTR members and guests from the MG club for a discussion of all things electrical.



Mick Webb, BSM Director of Operations and guru on all things electrical, led the session. Surprisingly, or maybe not, the front row was entirely CTR members. Does that indicate electrical concerns or were we merely being polite?

The discussion started with an excellent overview of electrical systems, negative and positive grounded systems, how electricity flows or doesn't. And Mick's accent just added to the originality of the discussion.

Of the many great points he discussed, here are a few gems:

- ◆ Buy good tools, especially crimping tools like Snap-On #40, Stanley or Klein. And then CRIMP, CRIMP, CRIMP to make sure you have a solid connection between the connector and the wire.
- ◆ Use ACF 50 corrosion spray...after you make the connection to prevent moisture from getting in.
- ◆ For TRs and MGs replace the battery every two or three years.
- ◆ Start troubleshooting by cleaning the battery posts and checking ground wires.

- ◆ Use good nylon (light-colored) connectors, not the cheap blues ones. An on-line source is Aircraft Spruce – an aviation supplier.
- ◆ Never use “vampire” clamps...and no wire nuts either.

Thanks to Mick and the BSM team.



British Standard Motors, LLC www.britishstandardmotors



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2811-B Old Lee Hwy
Fairfax, VA 22031
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Pete Farrell with grandchildren McKenzie and Austin Swinson. Pete's TR6 provided a ride for McKenzie in the Firemen's Fair parade in Mineral, Virginia, in May.

Trending with CTR News of Members in Brief



Above: Sandy Thomson's Coventry Motor Works in Easton, Maryland, was one of the stops of a Texas Triumph Register road trip in May (and CTR members complain when they have to cross the Potomac River to get to an event)

Right: Patrick Carter likes to keep an eye on his car, even when he's inside his Edgewater, Maryland home



Moss Motorfest Draws Large Crowd Despite Dismal Weather

June 8th
Stephen Oertwig

British car and Miata owners didn't let rain stop them from attending Moss Motorfest 2019 at Moss' Petersburg, Virginia, showroom June 8. The biennial show had 375 cars registered, of which 150 were Miatas.

Rain the previous day and throughout show day disrupted Moss' show field plans. Cars were parked wherever there was space in the parking lot. While it made for variety in strolling past the many cars, it made voting difficult because there as not way to judge all the cars in a class at one glance.

Motorfest drew drivers from all across the East. Many cars were from North and South Carolina. Long distance award went to someone from New York.

Capital Triumph Register members attending were Kelly Alford in a TR6 and Stephen Oertwig with the Herald estate along with Rich Townsend who drove up from North Carolina. Richmond Triumph Register member and CTR event regular Gary Kinney attended with his TR8 coupe and won the TR7/TR8 class.

Surprise of the show was that the best of show award went to a 1953 Triumph Renown. The right-hand steer car had been used in Nassau, Bahamas, in its early years.

Moss treated participants royally during the show. The awards ceremony was held in one of the loading areas so people didn't have to stand out in the rain. The area also doubled as the lunch room to sample from the food trucks.

It was business as usual for Moss employees. Parts were available at a 15% discount and the line to pick up parts was long for most of the day.

The upholstery department also was in full swing while giving tours at the same time. Seamstresses had all the sewing machines humming away on seats and carpets. It was a good tour of shop and may be indicative of the demand on Moss to produce upholstery.

Dean Tetterton, archivist for the Vintage Triumph Register, had a display of publicity and racing photos, Triumph advertising brochures and artwork used for Triumph advertising campaigns. Many of the photographs rarely had been seen in public. Some

also captured an ironic time in history, such as the photo of O. J. Simpson in his TR6.



CTR's Rich Townsend drove up from North Carolina to attend



Gary Kinney talks to a participant at Moss Motorfest. Rain disrupted the parking plan so cars were not parked by class..



Many people stopped to look at the Herald estate because it was parked near the front door of Moss' warehouse. Rain off and on during Motorfest kept most people inside Moss' facility.



Best of show winner was a 1953 Triumph Renown



From the Editor's Cluttered Desk

Art Fournier

With this edition, I'm halfway through my 20th year as editor of CTR's newsletter. Even after all these years, I enjoy doing it. One reason it's been fun is that so many CTR members have supported my efforts with articles, photos, and other features both large and small. Please don't stop! Continue to help making this CTR's, not my, newsletter by submitting articles. If you attended an event, write it up. If you visited an automotive museum, tell us about it. If you have an idea for an event, suggest it. If you have an innovative way of improving or maintaining your Triumph, describe it. If you've tried a new product, tell us what you think of it. If you were out for a drive and visited a scenic spot, take a photo. CTR is all about shared experiences, not least of which are yours, so write them up!



Kelly Alford talks about his supercharged TR6



3rd Annual

DC BRITISH RELIABILITY RUN

40 vintage British cars, driving 650 miles in three days exploring the scenic back roads of Virginia's Shenandoah Valley, West Virginia and Maryland, while raising money for children's charity.

OCTOBER 18-20, 2019

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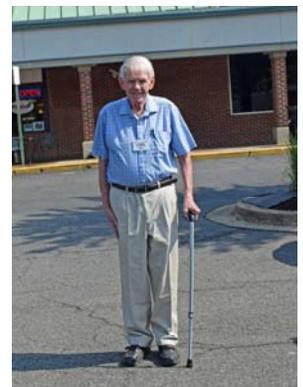
Left: Dean Tetterton talks about the Vintage Triumph Register archives. Dean had a display of early Triumph photographs, posters and sales brochures along with information about joining VTR.



CTR Breakfast

May 19th

CTR's March breakfast was well attended both by CTR members and by their Triumphs: Alex Attard (TR4), Dick and Carole Burk (TR3A), Beverly Dougherty (TR4A), Art Fournier (TR8), Steve and Ana Harrison (TR6), Earl Hill, Roger Morrison (TR6), Walt Seedlock, and Sherman Telis (TR250). The nice weather may have had something to do with the number and eclectic mix of Triumphs on hand. As usual, conversation spilled over into the parking lot at the Primo Family Restaurant after breakfast. As a reminder, Brunch by the Bay will take the place of our July breakfast, but we'll be back on schedule in September.



*Top left: The group at breakfast in Primo's
 Bottom left: Beverly Dougherty and Walt Seedlock discuss differences between TR4A and TR4 tops
 Top right: Art Fournier, Dick Burk, Roger Morrison, and Steve Harrison
 Center left: Beverly Dougherty, Alex Attard, and Walt Seedlock
 Center right: Earl Hill
 Bottom: Ana and Steve Harrison, Dick and Carole Burke, and Roger Morrison with the Burk's TR3A*



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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravell@yahoo.com

TR4A AMCO Top for sale, new... in the box. \$250. Contact Brian at shobud@msn.com or 703-919-7125



1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

1956 TR3 for sale with approximately 50K original miles. Repainted BRG and reupholstered. If interested, contact Roger Morrison at roger.morrison.1@verizon.net or 703-901-4107 for additional details.

1980 & 1979 Triumph Spitfire 1500s for Sale. 1980 engine was completely rebuilt and dynamically tuned after 94,454 miles w/ only 1000 miles driven since. Car is in very good condition with all mechanical systems rebuilt with OEM parts. Most recent work included a new radiator and fan and a completely new interior. 1979 engine in excellent condition & runs strong! Mechanically the car is in very good condition, with completely new clutch system, new rear brakes, and much more. Cars comes with numerous parts from a 1979 parts car and includes the complete power train, doors, boot and bonnet, frame, and much more. Cars licensed in MD and on the road. Would like to sell cars together. Asking \$8,950 for '80 and \$7,500 for '79. Contact: 301-834-830



For Sale 1976 TR6 in incredible, original condition. This TR was stored in a climate-controlled warehouse for 39 years after the current owner, sadly, went blind! Only 22,000 documented miles are on the car! It was originally purchased in England by an Englishman and driven 1 1/2 years before moving to the US. The original tags from England are still on the car. The car was sold a couple years later to the current owner. It has electric overdrive, factory hardtop, and original convertible top and tonneau, boot cover and original Michelin redlines mounted on wheels. New Coker redlines on additional wheels are on the car.

Coventry Motor Works was asked to collect the car and ensure that all systems were refreshed and in good working order. The fuel system, cooling system, brake system, electrical system, suspension, and steering, have been thoroughly gone through. All new hoses, belts, have been replaced. The paint is all original (Java), with a blemish on the driver's front fender. Under the hood is in untouched, very original factory condition. This Triumph is in outstanding condition inside and out and is in near museum quality. It comes with documentation and the desired "Passport To Service" owner's booklet.

Coventry has been asked to market the Triumph at a very reasonable price of \$23,995. Serious buyers have the opportunity to discuss purchase with the owner who is 83 years old, and lives in Florida. Please call Sandy Thomson at 410-253-8519 with your interest.



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THE STANDARD

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Signs of the Times



Which sign do you believe? Feeling lucky?

Triumph Trivia

Christopher Yurasko

Where was the Group 44 fabrication headquarters?

- A. Newark, NJ
- B. Worcester, MA
- C. Falls Church, VA
- D. Dover, DE



C. Group 44 was located in what is now Dixie Sheet Metal Works on Gordon Road in Falls Church, VA. For more information check out the April-May 2019 edition of VTR's *The Vintage Triumph*.



Capital Triumph Register, Ltd. Membership Application / Renewal



Name: _____ Spouse/Partner: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

Work Phone: _____ Email Address: _____

Triumphs owned (Year/Model/Color): _____

Dues: 1 year \$25.00 or 2 years for \$40.00 - Electronic Newsletter
 1 year \$35.00 or 2 years for \$60.00 - Paper Newsletter

Newsletter Choice: Electronic Paper

Amount Enclosed (payable to "CTR"): _____

Please complete and return this form with your payment to:

Roger Morrison, CTR
 3413 Mansfield Road
 Falls Church, VA 22041

Or you may apply or renew by paying on-line at the CTR website:

<http://capitaltriumphregister.com/ctr-membership/>



THE STANDARD

The Official Publication of the
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Volume XXXI, Number 7, July 2019



2019 is CTR's
30th
Anniversary
Year!

The winners of CTR's 4th Annual Spring Rally on June 22nd. From left to right are Glenn Minucci, best solo effort; Michelle and Jim Moscardini, 3rd place; Kelly and Emily Alford, 2nd place; and Stuart Diekmeyer and Chris Carson, 1st place

For more on the Rally, see page 6.

PAGES 1 and 6 - Spring Rally; PAGE 2 - From the President; From the Editor; PAGE 3 - CTR Happenings; PAGES 4 and 12 - Upcoming CTR Events; PAGE 5 - BOG Update; PAGES 6, 11 and 12 - Trending with CTR; PAGE 7 - CTR Event Calendar; CTR Regalia; PAGE 10 - Vintage Restorations Swap Meet; PAGE 12 - CTR Grille Badges; PAGE 14 - Classifieds; PAGE 15 - Club Info; PAGE 16 - Odds and Ends

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From the President

By Stephen Oertwig

To judge a Triumph's road worthiness, it is necessary to both drive the car and crawl under to inspect it.

The fun with driving old cars is the connection with the road and one's surroundings. The bad news about driving an old car is it drives like an old car. There is no comparison to today's technology with 1950s technology. Today's cars are safer, perform better and are more comfortable. That doesn't stop us from driving under all types of conditions and weather.

Brakes have improved dramatically in the past 60 years. I was reminded of that driving home from CTR's breakfast gathering. The Herald has front drum brakes. Stop-and-go traffic on I-95 tested the stopping power of its brake shoes as stopping distances seemed to increase more and more as the brakes faded. One solution to enhance braking efficiency is to upgrade to today's materials. I am sending out a set of brake shoes to be re-lined with Kevlar.

Today's cars are equipped to handle sweltering temperatures better than our Triumphs which were designed for summers that barely hit 70 degrees. Temperatures are approaching the 100 degrees, and that is tough on Triumphs and passengers.

VTR's convention was in Dallas in 2006. Temperatures were brutal. Cars vapor locked. Brakes seized. That may be the reason this year's VTR convention in Texas is scheduled in October.

We've had a great turnout recently for CTR events. More great events are in the works.



It's the final countdown

The countdown has started for my exit as CTR president after six years. We'll have the awards luncheon in January 2020, and will vote on president and vice president. I hope Pete Farrell stays on as vice president. Pete is a true motivator and Triumph enthusiast, and provides continuity to the Executive Steering Board.



From the Editor's Cluttered Desk

Art Fournier

Swap Meets

Have swap meets become a thing of the past like dial phones and CRT TVs? Once upon a time, LBC owners would make a spring pilgrimage to Carlisle, Pennsylvania, to the annual import car show held there. The main attraction was acre upon acre of used parts to pick through in search of the holy grail. Well, maybe not the real holy grail, but some obscure part made of the purest unaobtainium and "No Longer Stocked" by Moss, Victoria British, or the Roadster Factory.

Today, the rows and rows of rusty bits have shrunk to a few vendors who probably pack up and take home most of what they brought to sell. The same thing happened at a swap meet recently hosted by Vintage Restorations. There weren't many sellers to begin with, and they outnumbered buyers throughout the morning before things were packed up and hauled home to be stored for the next opportunity. After all, these treasures were too good to throw out, so someone must need them.

What's happened? Why the change? Part of the blame must go to the internet, of course. Why poke through boxes of rusty bits when you can log into eBay, find the exact item you need after a quick search, make a cashless payment via PayPal, and have UPS drop it off at your door two days later. But that's only part of it. I think that as we age, we are changing the nature of the LBC hobby. There are fewer of us and fewer cars are being restored. We've reached an age where we have the financial wherewithal to indulge our interests either by buying our dream cars outright or paying a specialist to take on major projects. There are exceptions, people who enjoy the fruit of their own labors. But it's probably safe to say there's less and less demand for the type of things we used to take such delight in searching for at the swap meets of the past.

A short July newsletter

This month's newsletter is a little shorter than usual. We need your inputs—articles, photos, what-have-you—to help the newsletter thrive.

Please welcome CTR's newest members:

- ◆ Bob and Monica Ludwig of Washington, DC, who drive a 1971 laurel green TR6

Along with members who have recently renewed their CTR memberships:

- ◆ Kelly Alford
- ◆ Patrick Carter
- ◆ Todd McCormick
- ◆ Stuart Diekmeyer
- ◆ Barry Stoll

**CTR Happenings****Horse Country Drive Rescheduled**

Due to a forecast of extremely hot temperatures coupled with high humidity, the Horse Country Drive schedule for July 20th has been delayed a week and rescheduled to July 27th. We regret any inconvenience, but 100 degree temperatures and Triumphs just don't belong together.

Does Evite work?

For a few years we've been using the evite app to get the word out about CTR events; however, we've noticed a trend. Typically, fewer than half our members respond to the invitations with a yes, no, or maybe. The remainder don't respond at all. Are the evites reaching you? Is the app meeting your needs? Would you participate in more events if some other means of getting the word out was used? If you have any concerns or thoughts on this, please let one of the board members know.

MG and TR Test Drive

Each year the MG club invites CTR to participate in their Test Drive event during which we have the opportunity to drive a variety of MGs and Triumphs. The date for the 2019 Test Drive is tentatively Saturday, August 17th; however, that date has not yet been confirmed by the Bull Run Regional Park where the event is held. There's a fair likelihood that the event will be on a Sunday instead of a Saturday this year. Bottom line: expect an evite with last minute notification of the actual date. The Test Drive is a lot of fun. Not only do you get the chance to drive a variety of cars, but you have the opportunity to drive other cars similar to your own to see how your own compares.

America's British Reliability Run

Who says classic British cars are unreliable? The ABRR gives you the opportunity to prove our cars are reliable as well as fun and raise money for a good cause while doing it. There are a variety of ABRR routes throughout the country. Here in the Washington area we have easy access to two on the ABRR routes: the Pennsylvania route which will include a visit to the Eastern Shore and the DC route based in Winchester, Virginia.

For more on these and other routes, check out the ABRR website: <http://www.britishreliability.org/>

Summer and Fall Events

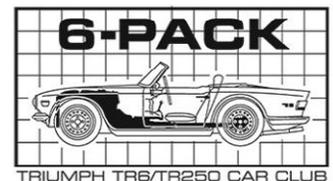
On August 25th we will hold our annual Cruisin' for Crustaceans tour in Maryland. C4C is CTR's longest running annual event. It covers backroads before ending at a restaurant where you can enjoy some of Maryland's renowned blue crabs. And the crab harvest for 2019 is shaping up to be outstanding.

Tom Burke is planning a driving event for September 21st. On the 22nd, we'll hold our bimonthly breakfast in Alexandria. MGs of Baltimore will host their annual car show, MGs on the Rocks, on September 28th. Sandy Thomson is planning a redux of his Trappe Triumph Invasion on Maryland's Eastern Shore September 27-29th in conjunction with the St. Michaels Concours d'Elegance. Early details are in this issue of the newsletter.

6-Pack, the national club for TR250 and TR6 owners will hold their annual Trials in St. Louis, Missouri October 3rd-5th. On October 5th, Treasured Motorcar Services will hold an open house and car show in Manchester, Maryland. The Vintage Triumph Register's National Convention will take place in Dripping Spring, Texas October 6-11th. On October 13th, the MG club will host their annual fall show, the Hunt Country Classic. And consider taking part in the DC area America's British Reliability Run October 18-20th.

But wait, there's more! We are looking at a follow-on to this year's tech session on Stromberg carburetors. This session will deal with tuning. The driving weather in late October and early November is usually excellent and we have three events in the works to give you opportunities to enjoy it. The CTR T4 (Triumph Taste Tech and Tour) is a progressive meal teamed up with tech sessions. Our Fall Foliage Run may return to the great roads of Fort Valley. And we plan to join the Richmond Triumph Register on their annual crab run to Southern Maryland. Look for dates and details as we get closer.

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

**Road Trip**

Up for a road trip? Consider attending the VTR National Convention in Dripping String near Austin, Texas October 6th-11th. On the way to Texas, you TR250 and TR6 owners can stop in St. Louis, Missouri for the 6-Pack Trials October 3rd-6th. Sure it's a long way, but what a great excuse to tour America in a Triumph!



Cruisin' for Crustaceans

August 25th



For over a quarter century, CTR has been celebrating summer by seeking out the best in Southern Maryland seasonal cuisine. It doesn't seem that long ago that Carole and Ray Aranda began what has become CTR's longest running annual event. Carole and Ray moved on long ago, but we've continued the tradition of good roads, good food, and good company they started so many years ago.

Please join us on Sunday, August 25th, for CTR's 26th annual Cruisin' for Crustaceans tour. Our destination this year is Skipper's Pier Restaurant and Dock Bar in Deale, Maryland. You may order off the menu; separate checks will be provided. Skipper's Pier offers hardshell crabs for picking. Plus, the restaurant is located right on the water where Rockhold Creek enters Chesapeake Bay at Drum Point. For more on Skipper's Pier, check out their website: <https://www.skipperspier.com/>

We will use the same rendezvous point that we've used for several years: the Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. Our route this year is relatively short, but will travel some of the finest back roads in "South County." It will cover around 30 miles and take right around an hour to run. We'll begin gathering at 10:30 and get on the road promptly by 11:00 a.m.

Please let Art Fournier – artfournier4@gmail.com or 410-535-0690 – know if you'll be attending no later than August 23rd in order to give the restaurant an accurate headcount. Look for an evite in August. We hope to see you at what is CTR's most long-standing and one of our best-attended annual events!

Trappe Triumph Invasion 2019

The British are Coming...Again
September 27-29th
Sandy Thomson

Coventry Motor Works and The Thomson Family invite members of the Capital Triumph Register and all British car enthusiasts, to a weekend on the Eastern Shore, September 27-29th.

Coinciding with the St. Michael's Concours d'Elegance, we will host a number of events beginning with a tech session at our shop in Easton Saturday morning at 10:00 a.m. Around noon, we will embark on a tour around Talbot county including St. Michaels, Tilghman Island, and the Bellevue/Oxford Ferry end-

ing up at our home in Trappe 4:30-5:00 p.m. for a pig roast and live music at 6:00 p.m.

Sunday we will attend the St. Michaels Concours d'Elegance. Special parking has been arranged for CTR club members. Coventry Motor Works, a sponsor of the Concours, will have a limited number of entry tickets to give CTR members and customers. Please contact Sandy Thomson for more information, Concours tickets, and your RSVP.

Horse Country Drive

Rescheduled to July 27th
Lionel Mitchell

This year I will once again lead the drive into Virginia horse country on Saturday, July 27. The drive is open to all drivers, both moderately spirited as well as those who want a more leisurely drive. I will lead the former group; however, I'll be driving my restored maple TR6 and traveling a bit more sedately than is my norm. An intrepid CTR member has volunteered to lead the second group. We will have several pauses to reassemble all the cars. If you have not gone on this drive in past years because of the pace, or if you did and did not like the pace, now you can enjoy the beautiful scenery at a more leisurely tempo.

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

Like previous years, the route will start by going west on VA -55 and then go through the edge of Bull Run Mountain to The Plains. From there, we'll go through some horse farms on the back roads to Middleburg. Then, we'll make a run past the Scott Farm, site of the Hunt Country Classic car show in Frogtown, through Rectortown, and Atoka before coming into Marshall. Like last year, we we'll go over Naked Mountain via Leeds Manor Road before ending up in Marshall at the Northern Fauquier Community Park for our picnic dinner.

Here are the particulars:

- ◆ Meet in the Walmart parking lot in Haymarket on VA-55 at 3:00 PM (near I-66 & US 15)
- ◆ Depart at 3:15 p.m.
- ◆ The actual drive will be about 2.5-3 hours in duration including pauses
- ◆ End at Northern Fauquier Community Park around 6 p.m. for picnic dinner – BYO
- ◆ Optional stop back in Haymarket at Swerlie's for ice cream
- ◆ Rain date: Sunday, July 28; all other details the same

Look for an evite in July. If you have questions, email me at (haymarket4@verizon.net).

The Vintage Triumph Register

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

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



BOG, showed up with another model of car. There are many good reasons for the change of car, such as the originally registered car would not start, or became disabled and could not be repaired in time for the show. We will have a process for identifying these cars and changing car classes and number. If the participant is not switched to the correct car class, they will not receive votes.

e. We agreed to have Stubby Knuckles return as our musician.

f. The field display theme for BOG 2020 will be "Classic and Modern." Four marques have been selected: Jaguar, Mini, Lotus, and Land Rover.

g. The "Save the Date" card has been developed and the card is going to press soon.

h. With Stephen Oertwig stepping down as CTR President this January, he agreed to become the BOG 2020 sponsorship coordinator.

Britain on the Green



Meeting
June 15th
John Buescher



The Club held a post-BOG 2019 meeting at Pete and Lenore Farrell's beautiful house. We were treated to delicious baked goods by Lenore. If you did not attend you missed these YUMMY items. The following topics were discussed and recommendations were made:

a. The distribution of information amongst BOG staff members: The early registration database is the key to establishing many critical follow-on actions such as printing ballots, windshield placards and programs, field layout, awards production, voting database, and the registration database used on the day of the show. Lionel Mitchell developed a diagram which depicted the flow of information. Lionel agreed to develop a revised flow diagram that better reflected our discussion.

b. For BOG 2020, Roger Morrison again will be the coordinator for all registrations. He also will control the Eventbrite (EB) website, which is the software we used for online registration last year and will use for this year's BOG. He will distribute an Excel file of results from EB to other data users to allow them to develop their requirements.

c. We agreed on the dates and time for online registration cut off:

- Early online registration will close at 1159 p.m. on Wednesday, April 15
- Regular online registration will close at 8:00 p.m. on Thursday, April 23
- BOG 2020 is scheduled for Sunday, April 26.

d. At BOG 2019, we had an issue with a small number of participants who registered one model of car and, on the day of

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4th Annual Spring Rally

June 22nd

Art Fournier

CTR held its fourth annual Spring Rally on June 22nd (which was actually the first day of summer, but let's not get too picky). Once again we held a question-and-answer type of event where the powers of observation of drivers and navigators were challenged on a route that meandered through Southern Maryland's backroads before ending at a diner that had, appropriately enough, a vintage car on its roof.

Nine teams took part this year and all found their way from Upper Marlboro in Prince George's County to Mechanicsville in St. Mary's County over a route that covered just under 50 miles. Ideally and with no back tracking, it would have taken about an hour and a half to run; however, the first teams arrived at the destination a bit over two hours after departing. The weather can't be blamed; it was just about perfect for a drive on scenic byways: sunny and not too hot.

Finishing first were Stuart Diekmeyer and Chris Carson in Stuart's 1976 TR6. Kelly and Emily Alford finished second in their 1971 TR6 while Jim and Michelle Moscardini came in third in their (more or less) 1968 GT6 convertible. Glenn Minucci had the best solo effort in his 1971 Stag while Roger and Peggy Morrison had the best non-Triumph performance in their 2013 Fiat. Also taking part were Paul and Sharon Edelstein in their 1980 TR8, Jeneanne Hunter and Toni Bradshaw in Jeneanne's 1976 Spitfire, Stephen and Ho Yong Oertwig in their 1965 Herald estate, and Sherman Telis in his 1968 TR250. Although he had other commitments and couldn't take part in the rally, George Carrell came by at the start with his 1980 TR7. And, of course, rally organizer Art Fournier was on hand with his 1980 TR8.

The competition wasn't simply about the glory of victory. In addition to certificates acknowledging their accomplishments, the first three award winners received \$25 Shell gasoline gift cards and their choice of prizes provided by CTR's sponsors. Some of these were quick nice: a \$100 gift card from Long Motors (aka Victoria British), a \$25 gift card from Rock Auto, and a cooler bag from Moss Motors.

Hopefully, everyone had an enjoyable time. If you missed this year's rally, plan on joining us next year. The route and destination will be different, but we think you'll have a great time cruising the back roads of Southern Maryland.



Our destination: Bert's 50s Diner in Mechanicsville, Maryland



Clockwise from top left: Art Fournier tabulates the results; Stuart Diekmeyer, Jim and Michelle Moscardini, and Kelly Alford receive their award certificates and Shell gas cards from Art



Chris Carson and Stuart Diekmeyer



Above: Jeneanne Hunter and Toni Bradshaw
Below: Roger and Peggy Morrison with their Best Non-Triumph certificate, but what's the second certificate for?



At the start:
Top row: Michelle and Jim Moscardini, Toni Bradshaw and Jeneanne Hunter, Emily and Kelly Alford, and George Carell
Center row: Sherman Telis, Chris Carson and Stuart Diekmeyer, Peggy and Roger Morrison, and Glenn Minucci
Bottom row: Stephen and Ho Yong Oertwig, and Sharon and Paul Edelstein

We dream of roaring engines
of metal, rubber, the smell of exhaust
of a car that does more than A to B
it stirs the soul

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it's the dream we earned
the dream we live
the dream we'll pass on

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Do You Know This Car?

We received this email recently. Does anyone recognize the car?

I'm in Boise, ID, and sold my TR6 earlier this year to (unknowingly) a dealer in Cincinnati that put the car on Bring a Trailer. I would like to contact the new owner as I have invoices and other items that go with the car. I shared a photo on Facebook, and someone said they saw it in Chevy Chase with DC plates. If you could help with this, it would be greatly appreciated.

Cheers
Rod Nichols
tr6driver@gmail.com



Trending with CTR News of Members in Brief



Ben Cheshire's TR6 in the line up for the Great Falls, Virginia, 4th of July parade

UPCOMING EVENTS

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

- Jul 27 (Revised Date)** - Horse Country Drive *CTR*
Aug 9 - Deadline for the August issue of *The Standard*
Aug 17 (Tentative) - MG / TR Test Drive *CTR*
Aug 25 - Cruisin’ for Crustaceans *CTR*
Aug 31-Sep 1 - Virginia Scottish Games British Car Show, The Plains, VA
Sep 13 - Deadline for the September issue of *The Standard*
Sep 17 (Revised Date) - CTR Executive Steering Board Meeting, Arlington, VA
Sep 20-22 - Pennsylvania area American British Reliability Run
Sep 21 - Joint Driving Event *CTR*
Sep 22 (Revised Date) - CTR Breakfast *CTR*
Sep 28 - MGs on the Rocks, Rocks State Park, MD
Sep 27-29 - Trappe Triumph Invasion 2019 *CTR*
Sep 29 - St. Michaels Concours d’Elegance
Oct 3-5 - 6-Pack Trials, St. Louis, MO
Oct 5 - Treasured Motorcar Services Open House and Car Show
Oct 6-11 - VTR National Convention, Dripping Spring, TX *VTR*
Oct 11 - Deadline for the October issue of *The Standard*
Oct 13 - Hunt Country Classic *CTR*
Oct 18-20 - DC Area British Reliability Run
Nov TBD - CTR T4 *CTR*
Nov TBD - Fall Foliage Tour *CTR*
Nov TBD - Richmond Triumph Register Crab Run *CTR*
Nov 8 - Deadline for the November issue of *The Standard*
Nov 12 - CTR Executive Steering Board Meeting, Arlington, VA
Nov 17 (Tentative) - CTR Breakfast *CTR*
Dec 7 - Middleburg, VA, Christmas Parade *CTR*
Dec TBD - CTR Holiday Party *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>
 for details, updates, changes, and additions.



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you’re interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the “Capital Triumph Register.” Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.



CL003 for CTR



CL027 for BOG

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you’ll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.

Vintage Restorations Swap Meet

June 30th
Art Fournier

Union Bridge, Maryland, is a bit off the beaten path, but it is located along some fine roads in the rolling hills in the northern part of the state. There are lots of picturesque little towns in that part of the state that don't seem to have changed much since the Civil War. So when Vintage Restorations announced a swap meet to be held on their grounds on June 30th, it was an excuse for an early morning road trip from Southern Maryland.

There was actually a pretty good turn out from CTR. Lionel Mitchell, Doug Dallhoff, and Tom Burke with his friend Cliff Johnson were all setting up to sell a variety of automotive and other treasured items when I arrived. Most of Lionel's stock were items from RJ Fortwengler's garage he was selling to help Sheila – lots of TR250 parts plus a variety of other things, such as MGB wheels, RJ had collected over the years. Tom had most of a very used Spitfire laid out on the grass while Cliff was parting with some HO gauge rolling stock. There were, perhaps, another half dozen vendors on site.

Before long, I ran into Lyle Farmer with his TR3A and Sherman Telis with his TR250. Their cars plus my TR8 made up a good percentage of the LBCs belonging to potential buyers and the just plain curious. Not a huge crowd of buyers or sellers.

The air temperature was climbing as the sun got higher, so it seemed like a good time to get back in the car, head south, and enjoy the roads before it got too hot. Thanks to John Tokar for hosting the swap meet at Vintage Restorations.



This page left: Doug Dallhoff and Lionel Mitchell with Lionel's display of mostly TR250 parts
Above top: Lyle Farmer stands in awe of the many parts on display
Above: Sherman Telis, Lonel Mitchell and Doug Dallhoff relax in the shade as the day warms up
Next page top: Sherman Telis with his TR250
Bottom: Tom Burke, Doug Dallhoff, and Lionel Mitchell with Lionel's parts



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www.vintagerestorationsltd.com

John M. Tokar



(410) 775-0500



Trending with CTR

News of Members in Brief



Tom Burke's TR8 was awarded a 1st place in the "Modern Imports" class at a Cruise-In in Laytonsville, Maryland on June 21st



3rd Annual



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Badges??? We Don't Need No Stinkin' Badges!

Lionel Mitchell

In the classic 1948 film "The Treasure of the Sierra Madre," the bandits didn't need no badges. You might not actually NEED badges, but you know you want these CTR grille badges. They are high quality enamel over brass badges – one with the CTR logo and the other with the BOG logo. These will look great on your car. We are closing out our limited supply of these badges. Get 'em while they last at \$20 each or two for \$35. Contact Lionel Mitchell at haymarket4@verizon.net if you're interested.



The oval badges are approximately 3 1/2" wide and 3" tall



CTR Breakfast September 22nd

CTR's bimonthly breakfast will move back to Alexandria in September. Once again we'll be at the Primo Family Restaurant at 9:00 a.m. for our September 22nd get-together. Join us with or without your Triumph for breakfast and conversation which, by tradition, usually continues out into the parking lot when the dishes are cleared.

Primo's is located at 1636 Belle View Boulevard, Alexandria, VA 223307 in the shopping center at the intersection of Belle View Boulevard and Fort Hunt Road



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Trending with CTR News of Members in Brief



Bill Jordan's 1961 TR3A, "Mary Lou," at home in Cross Junction, Virginia



Vintage Triumph Register National Convention
<http://hillcountrytriumphclub.org/vtr2019/>
 October 6-11, 2019





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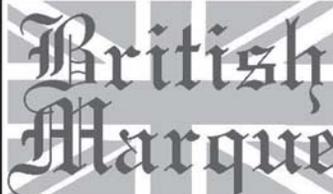
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CTR assumes no responsibility for quality or condition of merchandise listed herein. All transactions resulting from listings are strictly between buyer and seller.

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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravell@yahoo.com

TR4A AMCO Top for sale, new... in the box. \$250. Contact Brian at shobud@msn.com or 703-919-7125



1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

1956 TR3 for sale with approximately 50K original miles. Re-painted BRG and reupholstered. If interested, contact Roger Morrison at roger.morrison.1@verizon.net or 703-901-4107 for additional details.

1980 & 1979 Triumph Spitfire 1500s for Sale. 1980 engine was completely rebuilt and dynamically tuned after 94,454 miles w/ only 1000 miles driven since. Car is in very good condition with all mechanical systems rebuilt with OEM parts. Most recent work included a new radiator and fan and a completely new interior. 1979 engine in excellent condition & runs strong! Mechanically the car is in very good condition, with completely new clutch system, new rear brakes, and much more. Cars comes with numerous parts from a 1979 parts car and includes the complete power train, doors, boot and bonnet, frame, and much more. Cars licensed in MD and on the road. Would like to sell cars together. Asking \$8,950 for '80 and \$7,500 for '79. Contact: 301-834-7830



For Sale 1976 TR6 in incredible, original condition. This TR was stored in a climate-controlled warehouse for 39 years after the current owner, sadly, went blind! Only 22,000 documented miles are on the car! It was originally purchased in England by an Englishman and driven 1 1/2 years before moving to the US. The original tags from England are still on the car. The car was sold a couple years later to the current owner. It has electric overdrive, factory hardtop, and original convertible top and tonneau, boot cover and original Michelin redlines mounted on wheels. New Coker redlines on additional wheels are on the car.

Coventry Motor Works was asked to collect the car and ensure that all systems were refreshed and in good working order. The fuel system, cooling system, brake system, electrical system, suspension, and steering, have been thoroughly gone through. All new hoses, belts, have been replaced. The paint is all original (Java), with a blemish on the driver's front fender. Under the hood is in untouched, very original factory condition. This Triumph is in outstanding condition inside and out and is in near museum quality. It comes with documentation and the desired "Passport To Service" owner's booklet.

Coventry has been asked to market the Triumph at a very reasonable price of \$23,995. Serious buyers have the opportunity to discuss purchase with the owner who is 83 years old, and lives in Florida. Please call Sandy Thomson at 410-253-8519 with your interest.



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Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$20 per pair - contact Patrick Carter (202-285-7031 or PCarter.dc@gmail.com) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



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THE STANDARD

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Signs of the Times



Triumph Trivia

Christopher Yurasko

Which had a higher top speed, the Triumph Trophy TR5 motorcycle or the Triumph TR5?



The TR5! (The car had a top speed of 120 MPH and the Motorcycle 90 MPH.)



Capital Triumph Register, Ltd. Membership Application / Renewal



Name: _____ Spouse/Partner: _____

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Dues: 1 year \$25.00 or 2 years for \$40.00 - Electronic Newsletter
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Please complete and return this form with your payment to:

Roger Morrison, CTR
3413 Mansfield Road
Falls Church, VA 22041

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THE STANDARD

The Official Publication of the
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Volume XXXI, Number 8, August 2019



Triumphs line the roadway at the National Sporting Library and Museum in Middleburg, Virginia, during the CTR Horse Country Drive held July 27th.

Despite being rescheduled due to extraordinarily hot weather on its originally planned date, the event was very well attended by CTR members and friends who look forward to this annual sampling of some of the best roads Virginia's horse country has to offer.

For more on the Horse Country Drive, see page 12.

PAGES 1 and 12 - Horse Country Drive; PAGE 2 - From the President; PAGE 3 - CTR Happenings; PAGE 4 - From the Editor; PAGES 4-7 - Upcoming Events; PAGES 7 and 15 - Trending with CTR; PAGE 8 - Brunch by the Bay; PAGE 10 - Laytonsville Cruise-In; PAGE 11 - CTR Event Calendar; CTR Regalia; PAGE 16 - Grille Badges; PAGE 18 - Classifieds; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

Electric car could be the dynamo to recharge Triumph brand

Electricity could be the shock that puts life back in the Triumph brand. All jokes aside about the electronics in British cars, electricity could be the inspiration BMW needs to put a Triumph back on the road.

Most major car companies are selling electric cars with great success. The technology improves with every new model released and the reliability is proven. Releasing an electric Triumph would be a way for BMW to avoid competition with the Mini and provide a great branding theme. An advertising line might be, "Recharge your driving passion with the Triumph Lightning."

Some people have experimented with converting their Triumphs into electric cars. It is hard to find replacement engines today when an original Triumph engine wears out. Adapting the parts from a crashed electric car is simple and would help keep a Triumph on the road. Most Triumphs are not daily drivers anymore, and trips shorter than 200 miles are common. That is well within the range of most casual driving.

One advantage to going electric is the acceleration. Anyone who has driven a Tesla knows how fast it is from a standstill.

British cars remain driving fun for everyone

I've spent a lot of time in waiting rooms lately. Scattered around the chairs and tables often are magazines such as "American Chicken Rancher," "Barns and Outhouses for Everyone," and "Better Hemp Fields." It was a treasure to spot a copy of Hemmings Motor News because I've not looked at a copy for a couple years.

This issue of Hemmings focused on British cars because British cars are so easy to repair and a number of parts sources are available. The article pointed out that most people have all the tools they need to work on a British car in their garages.

A model was featured from the various marques. It was nice to see the Triumph featured was a Stag. Stags are rare enough to generate interest wherever driven. With the hardtop and convertible top, the Stag is an all-weather driver.

A Stag is on my wish list. It probably will remain a wish for a long time as I work on other Triumph projects.

On the road again

The VTR annual convention is October 6-11 in Dripping Springs, Texas. I'm planning the trip to carry the CTR flag to Texas for the last time as CTR president.

Temperatures in Texas should be bearable. VTR's convention was in Dallas in 2006. Temperatures were brutal. Cars vapor locked. Brakes seized. That may be the reason this year's VTR convention in Texas is scheduled in October.

We plan to trailer the Herald to Texas because the plan is to take the two big dogs. If I was traveling by myself, I might consider driving the Herald the 1,500 miles to the convention. Instead of taking four days, it might take six days. It seems that when I program an address into Waze, the estimated arrival keeps updating to 10, 20 or 30 minutes later. Life at 60 mph is exciting.

It's Déjà vu all over again

My Standard column for July suffered from a senior moment. I sent our esteemed editor the wrong file. For reading pleasure here is an updated repeat of what I had to say.

Triumph maintenance is a top and bottom adventure

Hitting the country roads around CTR territory is the joy of having a Triumph. Driving one's Triumph also is a necessity to judge road worthiness. That is what is called a test drive for people with antique license plates. Equally critical to assessing road worthiness is a crawl under a car.

I changed the oil in the Herald recently, which was a chance to get up close to inspect u-joints and check the suspension. The rubber boots on the steering ratchet are beginning to perish and will need replacement soon. The process of ordering parts never ends for Triumph owners. We are lucky there are many vendors who fill the needs for replacement bits.

A few CTR owners have lifts to make oil changes and under carriage inspections easier. If you put your Triumph on jack stands, ensure it is secure on stands. Accidents do happen. Don't take safety for granted.

There is one restoration task that I will have to leave to the professionals. I've been advised not to take up painting cars.

It's the final countdown

The countdown has started for my exit as CTR president after six years. We'll have the awards luncheon in January 2020, and will vote on president and vice president. It is time for someone else to drive CTR to new and exciting sunsets.

As much as I enjoy being CTR president, other priorities are becoming more important as I look to retiring from work someday. Do me a favor: Stand in front of a mirror and say, "I want to be CTR president." Do this daily until January. At least begin dreaming about becoming president. Dreams do come true.

I hope Pete Farrell stays on as vice president. Pete is a true motivator and Triumph enthusiast and provides continuity to the Executive Steering Board.

Being president hasn't influenced my enthusiasm for being around CTR members. I'll still relish getting out to drive on and drive often wherever CTR hits the road.

Please welcome CTR's newest member:

- ◆ Michael Bierl of Great Falls, VA

Along with members who have recently renewed their CTR memberships:

- ◆ Stephanie Westerman
- ◆ Joe Foster
- ◆ Anne Miduch

**CTR Happenings****MG and TR Test Drive**

Each year the MG club invites CTR to participate in their Test Drive event during which we have the opportunity to drive a variety of MGs and Triumphs. The Test Drive is a lot of fun. Not only do you get the chance to drive a variety of cars, but you have the opportunity to drive other cars similar to your own to see how your own compares. The date for the 2019 Test Drive has been set for Sunday, September 22nd. Unfortunately, the MG club cannot firm up a date for the event until approximately a month in advance due to restrictions by the park where the event is held.

The date for the Test Drive has forced yet another change to the date to our bimonthly breakfast which will be held on September 15th. We regret any inconvenience this causes.

The CTR Record Book

Here's something we haven't done in a few years. Do you think you have a club record for the oldest or newest, lowest or highest mileage, or longest owned Triumph? Or maybe you have the most Triumphs? If you have a candidate for bragging rights, let the editor know, and we'll compile a list.

America's British Reliability Run

Who says classic British cars are unreliable? The ABRR gives you the opportunity to prove our cars are reliable as well as fun and raise money for a good cause while doing it. There are a variety of ABRR routes throughout the country. Here in the Washington area we have easy access to two of the ABRR routes: the Pennsylvania route which will include a visit to the Eastern Shore and the DC route based in Winchester, Virginia. For more on these and other routes, check out the ABRR website: <http://www.britishreliability.org/>

Summer and Fall Events

On August 25th we will hold our annual Cruisin' for Crustaceans tour in Maryland. C4C is CTR's longest running annual event. It covers backroads before ending at a restaurant where

you can enjoy some of Maryland's renowned blue crabs. And the crab harvest for 2019 has been outstanding.

September is shaping up to be a very busy month. The Virginia Scottish Games British car show will be held on August 31st and September 1st. The Army-Navy Country Club in Arlington is holding a Cars and Coffee on Labor Day, September 2nd. CTR's bimonthly breakfast will be on the 15th in Alexandria. Later in the month, Tom Burke is planning a driving event for September 21st while the MG-TR Test Drive will be on the 22nd. MGs of Baltimore will host their annual car show, MGs on the Rocks, on September 28th. Sandy Thomson is planning a redux of his Trappe Triumph Invasion on Maryland's Eastern Shore September 27-29th in conjunction with the St. Michaels Concours d'Elegance. Early details on a few of these events are in this issue of the newsletter.

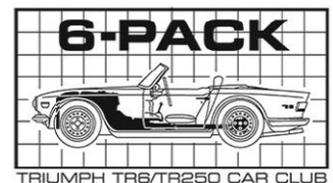
6-Pack, the national club for TR250 and TR6 owners will hold their annual Trials in St. Louis, Missouri October 3rd-5th. On October 5th, Treasured Motorcar Services will hold an open house and car show in Manchester, Maryland. The Vintage Triumph Register's National Convention will take place in Dripping Spring, Texas October 6-11th. On October 13th, the MG club will host their annual fall show, the Hunt Country Classic. And consider taking part in the DC area America's British Reliability Run October 18-20th.

But wait, there's more! The driving weather in late October and early November is usually excellent and we have three events in the works to give you opportunities to enjoy it. The CTR T4 (Triumph Taste Tech and Tour) is a progressive meal teamed up with tech sessions. Our Fall Foliage Run may return to the great roads of Fort Valley. And we plan to join the Richmond Triumph Register on their annual crab run to Southern Maryland on November 3rd. On November 9th we've been invited to an Open House at Camp Camellia by Sherman Taffel and Camellia Blackwell. Look for dates and details as we get closer.

Road Trip

Up for a road trip? Consider attending the VTR National Convention in Dripping String near Austin, Texas October 6th-11th. On the way to Texas, you TR250 and TR6 owners can stop in St. Louis, Missouri for the 6-Pack Trials October 3rd-6th. Sure it's a long way, but what a great excuse to tour America in a Triumph!

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





From the Editor's Cluttered Desk

Art Fournier

A common language

"The part you have purchased supersedes to an obsolete number." What does that mean? When I looked up supercede (or supersede) in my on-line dictionary, I found this:

Sup'ersede
verb

1. take the place of (a person or thing previously in authority or use); supplant: "the older models have now been superseded"

Okay then, to my American ear it means the part I ordered has been replaced by a newer version. That's not too surprising when you're ordering something for a 39-year-old car with a limited production run like a TR8. But apparently to the British it simply means "no longer available." So they sent me a part that isn't at all interchangeable with the one I needed. It arrived as quickly as a part would have if ordered from a supplier here in the States, its cardboard box covered with labels and customs declarations. An email conversation ensued. The customer relations clerk on the other side of the pond patiently and politely explained the part I wanted was no longer available and I could return the one they sent me. So it's off to the post office to fill out more customs declarations and pay the return postage. All of this could have been avoided if we spoke the same language. Oops, we do. We're indeed two people separated by a common language.

Evite and Your Messages

Last month we asked the question of whether or not Evite is doing everything we need to get out the word about CTR events. The only response that came in was that event hosts don't always respond to questions asked when CTR members reply to an invitation with a comment or request for more information.

That brings up an Evite limitation. The person who generates the Evite invitation usually isn't the event host. Comments go to the Evite originator, not necessarily to the host. And they only go to that person if the comment forwarding function is turned on. Unfortunately, if it is enabled, every single response goes by email to the originator. Since there are around 160 of us on the Evite list that means the originator will get dozens of emails only a small number of which will contain more than a "yes," "no," or "maybe." In other words, there's a lot of chaff to sort through. The originator or host can sort through comments in the Evite app itself, but again, there's a lot of chaff. Bottom line: if you have a question for the event host, it's better to ask it directly by email or telephone rather than depend on the Evite app. In the future we may have a better solution, but for now Evite, with its limitations, is what we have to work with.



Cruisin' for Crustaceans

August 25th



For over a quarter century, CTR has been celebrating summer by seeking out the best in Southern Maryland seasonal cuisine. It doesn't seem that long ago that Carole and Ray Aranda began what has become CTR's longest running annual event. Carole and Ray moved on long ago, but we've continued the tradition of good roads, good food, and good company they started so many years ago.



Please join us on Sunday, August 25th, for CTR's 26th annual Cruisin' for Crustaceans tour. Our destination this year is Skipper's Pier Restaurant and Dock Bar in Deale, Maryland. You may order off the menu; separate checks will be provided. Skipper's Pier offers hardshell crabs for picking. Plus, the restaurant is located right on the water where Rockhold Creek enters Chesapeake Bay at Drum Point. For more on Skipper's Pier, check out their website: <https://www.skipperspier.com/>

We will use the same rendezvous point that we've used for several years: the Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. Our route this year is relatively short, but will travel some of the finest back roads in "South County." It will cover around 30 miles and take right around an hour to run. We'll begin gathering at 10:30 and get on the road promptly by 11:00 a.m.

Please let Art Fournier – artfournier4@gmail.com or 410-535-0690 – know if you'll be attending no later than August 23rd in order to give the restaurant an accurate headcount. Please reply to the evite. We hope to see you at what is CTR's most longstanding and one of our best-attended annual events!



CTR Breakfast

September 15th

CTR's bimonthly breakfast will move back to Alexandria in September. Once again we'll be at the Primo Family Restaurant at 9:00 a.m. for our September 15th get-together. Join us with or without your Triumph for breakfast and conversation which, by tradition, usually continues out into the parking lot when the dishes are cleared.

Primo's is located at 1636 Belle View Boulevard, Alexandria, VA 223307 in the shopping center at the intersection of Belle View Boulevard and Fort Hunt Road.

Brews N' Cruisin' Multi-Club Tour

September 21st

Tom Burke

The Capital Triumph Register is in the early planning stages of a drive across Montgomery and Frederick County that will feature a visit to at least one of our fine farm breweries, a luncheon (or perhaps a picnic) and some leisurely mileage across the bosky dells and picturesque countryside of Upper Northern, or maybe Central Lower, Maryland.

As you can detect, we have a bit of planning yet to go, but, rest assured, it will be fun and scenic and relaxing with an interesting variety of cars and people. Besides that, one other thing is certain, it will take place on Saturday, September 21, 2019. So mark your calendar, perhaps with a sports car and a question mark, and stay tuned for further details and updates.

Test Drive 2019 September 22nd

Get ready, get set, start your engine, and get yourself to Bull Run Regional Park near Centreville, Virginia, the morning of September 22 from 9:00 a.m. to 12:00 noon. That's currently the day for which the MG Club's annual Test Drive event is scheduled.

If you've not participated in one of these before, the Test Drive is conducted within the confines of the park on a closed section of road with a reasonably low speed limit. You'll have the opportunity to drive other Triumphs like your own, mostly likely the ubiquitous TR6, but maybe also a TR3, TR4, TR6, TR7, TR8, Spitfire, 2000, or Herald. In the last few years we've had all those as well as an MGA, MGB, MGC, T-Series, and Midget brought by our friends from the MG Car Club Washington D.C. Centre. Additionally, members of both clubs have brought cars other than their classic British cars so we've had the opportunity to drive a Factory Five Cobra, Porsche 911, Jaguar XJ8 and XKR, Morris Minor, and even a Trabant. Who knows what will be present for your driving pleasure so prep your triumph (or other car) for the Test Drive and be there or be square.



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Trappe Triumph Invasion 2019

The British are Coming...Again

September 27-29th

Sandy Thomson

Coventry Motor Works and The Thomson Family invite members of the Capital Triumph Register and all British car enthusiasts, to a weekend on the Eastern Shore, September 27-29th.

Coinciding with the St. Michael's Concours d'Elegance, we will host a number of events beginning with a tech session at our shop in Easton Saturday morning at 10:00 a.m. Around noon, we will embark on a tour around Talbot county including St. Michaels, Tilghman Island, and the Bellevue/Oxford Ferry ending up at our home in Trappe 4:30-5:00 p.m. for a pig roast and live music at 6:00 p.m.

Sunday, we will attend the St. Michaels Concours d'Elegance. Special parking has been arranged for CTR club members. Coventry Motor Works, a sponsor of the Concours, will have a limited number of entry tickets to give CTR members and customers. Contact Sandy Thomson at sthomsontr6@gmail.com for more information, concours tickets, and your RSVP.

British Standard Motors, LLC
www.britishstandardmotors



British Standard Motors, LLC
2811-B Old Lee Hwy
Fairfax, VA 22031
Phone: (703) 573-3140
Email: rollo@britishstandardmotors.com
URL: www.britishstandardmotors



Camp Camellia Open House

Doug Dallhoff

Sherman Taffel and his wife Camellia Blackwell have graciously offered to host an open house for CTR club members at their Camp Camellia Tree Farm (art, nature, wildlife and technology center) in Goldvein, VA, on November 9, 2019. The day will feature an International Center for Artistic Development (ICAD) sponsored US Veterans Art Show as well as tours of Sherman's Quonset Hut of Classic Cars. In addition, you can enjoy a relaxed day at the "2018 Virginia Tree Farm of the Year" and avail yourself of all that it has to offer while enjoying good food, drink, and conversation with your fellow CTR club members. This promises to be a very unique and interesting club event. Further details are available in the flyer below.

CAMP CAMELLIA TREE FARM

Art, Nature Wildlife & Technology Center
& TMV Taffel Vintage Motor/Engineering



13766 Sillamon Road, Goldvein, Virginia 22720
Phone: 410-302-3930 Sherman 410-302-5926 Camellia
Website: www.icadev.org Email: staffel@comcast.net

WELCOMES

The Capital Triumph Register Car Club

To our **OPEN HOUSE**

Saturday, November 9th, 2019

11AM through evening

Featuring ICAD sponsored US Veterans Art Show

*Enjoy a relaxed day at the Tree Farm, Lodge & TVM Quonset Hut
**Art Studio & Forest Trails Tour, Quonset Hut Classic Cars Tour,
Vintage Motorcar & Truck Experiences**

"Walk the Trails in the '2018 Virginia Tree Farm of the Year' Loblolly Pine Forest!
Cross the Streams on the Dominion Energy Bridges & TMV Engineering Vehicle Bridge!
Experience the Art Studio! Ride in the Camp Camellia Official Vehicle!
Eat delicious wholesome food! Enjoy Healthy Drinks & Meet New People!"

11AM-1PM

Quonset Hut Brunch Menu - TVM Bar Area

Croissants, Rotisserie Grilled Hot Dogs, Popcorn, Coffee, Tea

PM COOK OUT MENU:

Hot dogs, hamburgers, chicken, vegetables, desserts & beverages

CAMP CAMELLIA TREE FARM is a 501C3, non-profit, educational organization.
DONATIONS APPRECIATED (Donations are tax deductible).

Google directions from your Location to 13766 Sillamon Road, Goldvein VA 22720



Army Navy Country Club's First Annual Cars and Coffee

ANCC Arlington is looking for auto collectors and enthusiasts to showcase and enjoy a display of vintage cars with us this Labor Day.

If you have a car you would like to show, please RSVP to Jonathan Sands at golfshopboy@gmail.com. We have limited space so please contact Jonathan for details and to secure your spot.

Monday, 2 September
7:00 AM - 9:00 AM

Join us at the top of the parking deck at Arlington for complimentary coffee, donuts and a chance to see some great cars!

[Reservations Strongly Encouraged](#)

Army Navy Country Club
(Arlington)
1700 Army Navy Drive
Arlington, VA 22202
703.521.6800

Army Navy Country Club
(Fairfax)
3315 Old Lee Highway
Fairfax, VA 22030
703.359.5825

The Vintage Triumph Register

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



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

Classic Car Show Henrico, Virginia September 28th

Saturday with the Classics - September 28, 2019
1:00 PM until 6:30 PM
Good Shepherd United Methodist Church
9155 Hungary Road, Henrico VA 23294

Come and join the fun! The Central Virginia British Car Club and Good Shepherd United Methodist Church are hosting something new and unusual: a car show in the afternoon and early evening when the air is warm with lots of shade on the show field. All cars, trucks, and bikes will be 1980 and older. Classes will be in 10-year groupings. Judging will be by a committee of classic car enthusiasts and will award for first, second, and third in class. In addition, there will be awards for best in show, best display, and best original design.

Enjoy an excellent venue with food and refreshment vendors on site, offering delicious choices including ice cream. Family participation is encouraged with a kid's playground on the premises. Bring your chairs, tables, and/or blankets. Enjoy seeing some great classics! We hope to make this new event an annual occurrence.

Spectators: Admission is free.

Participants: [Eventbrite.com](https://www.eventbrite.com)

<https://www.eventbrite.com/e/saturday-with-the-classics-registration-64743557724>

Registration is available on this site by clicking the green "Register" button. Registration is \$25.00 and is required by 9/18/19. (No registration after 9/18 and no registration at the gate.) Space is limited! We want to make room for each participant, spectator, and food vendor. Proceeds from registration will be given to the Good Shepherd United Methodist Missions Program, a long running outreach program of the church.

Location: Good Shepherd is located in the West End at 9155 Hungary Road, Henrico VA, 23294. The church is between the intersections of Francistown Road and Hungary to the west and West End Drive and Hungary Road to the east.

Weather: We'll see you rain or shine!

Questions: email CVBCC.Event@gmail.com.

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John M. Tokar



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Trending with CTR News of Members in Brief



Bodywork progresses on Doug Dallhoff's TR250 frame-off restoration



CTR and BOG are on Facebook.

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



Brunch by the Bay July 14th

For a change of pace, we moved CTR's July breakfast get-together to the Maryland side of the Potomac River. Our Brunch by the Bay proved popular in 2018, so we made arrangements to repeat it this year and weren't disappointed. Once again, we met for brunch at Pirate's Cove Restaurant and Dock Bar in Galesville, Maryland, where we had a quiet room overlooking the marina to ourselves.

The turnout was outstanding. However, July 14th turned out to be extremely hot with temperatures well into the 90s. Despite that, there were several LBCs lined up in the parking lot although several people chose the airconditioned comfort of more modern cars. Two people didn't bother with cars, but instead arrived by boat. Patrick Carter and Jay Christopher cruised down the Bay from Turkey Point in Edgewater, probably the most comfortable way to travel on a scorcher of a day. Also on hand were John and Sara Buescher, Dick and Carole Burk, Doug and Marie Dallhoff, Stuart Diekmeyer and Jeneanne Hunter with their guests Mike and V.L. Shay, Maureen and Jay Donn, Pete and Lenore Farrell, Art Fournier, Bruce and Loretta Metcalf, Glenn Minucci, Roger Morrison and his son Ian, and Stephen and Ho Yong Oertwig.

Thanks to Art Fournier for setting up the event which is sure to be repeated on our 2020 calendar.

After brunch, there was our usual gathering in the parking lot for additional conversation and a chance to admire and discuss the Triumphs as well as to poke a little good-natured fun at the Shays who owned the MGB parked amidst the Triumphs in the lot.






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Yes, for all of you sharp-eyed observers, that is an MGB parked among the Triumphs

Not everyone traveled by car. Patrick Carter and Jay Christopher cruised down the bay from Edgewater by boat.

As with all CTR social events, conversation continued in the parking lot after the meal was done

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Laytonsville Cruise-In August 9th

CTR had a strong presence at the Laytonsville, Maryland, weekly cruise-in on August 9th. Tom and Mary Burke were there with both their TR8 and their recently acquired TR6, “Blue Belle.” They were joined by Sherman Telis in his TR250 and René Burksen in his Porsche. Cruise-in and Cars & Coffee events are a great excuse to show off your car, meet other car people, and perhaps do a little recruiting for the club.



Left : Sherman Telis’ TR250
Top right: Sherman’s TR250, Mary and Tom Burke’s TR6,
and René Burksen’s Porsche with an MGB
Center right: The crowds pass Tom’s TR8 on their way
to check out Mary’s TR6
Bottom: A ‘50s Pontiac with a straight 8 engine and more than
a bit of patina

UPCOMING EVENTS

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

- Aug 25** - Cruisin’ for Crustaceans *CTR*
Aug 31-Sep 1 - VA Scottish Games British Car Show, The Plains, VA
Sep 2 - Army/Navy Country Club Cars and Coffee, Arlington, VA
Sep 13 - Deadline for the September issue of *The Standard*
Sep 15 (Revised Date) - CTR Breakfast *CTR*
Sep 17 - CTR Executive Steering Board Meeting, Arlington, VA
Sep 20-22 - Pennsylvania area American British Reliability Run
Sep 21 - Joint Driving Event *CTR*
Sep 22 (New Date) - MG / TR Test Drive *CTR*
Sep 28 - MGs on the Rocks, Rocks State Park, MD
Sep 27-29 - Trappe Triumph Invasion 2019 *CTR*
Sep 29 - St. Michaels Concours d’Elegance
Oct 3-5 - 6-Pack Trials, St. Louis, MO
Oct 5 - Treasured Motorcar Services Open House and Car Show
Oct 6-11 - VTR National Convention, Dripping Spring, TX *VTR*
Oct 11 - Deadline for the October issue of *The Standard*
Oct 13 - Hunt Country Classic *CTR*
Oct 18-20 - DC Area British Reliability Run
Nov 3 - Richmond Triumph Register Crab Run *CTR*
Nov TBD - CTR T4 *CTR*
Nov TBD - Fall Foliage Tour *CTR*
Nov 8 - Deadline for the November issue of *The Standard*
Nov 9 - Camp Camellia Open House, Goldvein, VA *CTR*
Nov 12 - CTR Executive Steering Board Meeting, Arlington, VA
Nov 17 - CTR Breakfast *CTR*
Dec 7 - Middleburg, VA, Christmas Parade *CTR*
Dec TBD - CTR Holiday Party *CTR*
Dec 13 - Deadline for the December issue of *The Standard*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>
for details, updates, changes, and additions.



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you’re interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the “Capital Triumph Register.” Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.



CL003 for CTR



CL027 for BOG

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you’ll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not shown on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.

Horse Country Drive

July 27th

It was originally scheduled for July 20th, but the forecast for that day stubbornly called for 100 degrees and 90 percent humidity, a situation too many of us would find intolerable in our mostly open, mostly unairconditioned cars. The cars would probably have found it intolerable as well. People were finding polite excuses to cancel out. So the event organizer, with the advice and consent of the CTR board, wisely rescheduled the Horse Country Drive for the following Saturday when it was only 90 degrees. But there was some thin cloud cover and the hint of a breeze.

Actually, the turnout for this annual drive over the great roads of northern Virginia's horse country was excellent with a nice variety of Triumphs and a Miata along for the drive and a couple other cars joining us for the picnic at the end.

For those who aren't familiar with this annual jaunt, we meet in Haymarket, have a couple of stops to stretch and regroup, and end near Marshall for a picnic at a normally uncrowded park. The cars are divided into two groups by driving style: aggressive and somewhat sedate. Event organizer Lionel Mitchell leads the first group while Art "Wrong Way" Fournier leads the second group. (In three of the past four years, Art has made the same wrong turn, "leading" his group on to a dusty gravel road amidst muttered snickers and curses.)

The first stop was at the National Sporting Library and Museum in Middleburg. From there, it's on to Delaplane where we park by an old country store and antique center. This year, a third stop was added, Johnny Monarch's "bustaurant" in Marshall. This is a pair of double decker buses that serve as food and beverage trucks. The stop there was to give people a chance to buy a meal for the picnic or enjoy a well-earned adult libation. The buses are also next door to the H&H Auto Garage where we were given a tour by owner Holder Trumbo. The garage offers rental storage space along with shop facilities for its clientele. Their pride and joy is an Airstream RV, one of only 20 made by Chevrolet. The garage also offers a "cars and coffee" on the last Saturday of the month (e.g., August 24 and September 28). It starts around 8:30 a.m. if you should find yourself in the area. The final stop was the Northern Fauquier Community Park farther down Route 55 in Marshall where we've always found an empty pavilion to use for our picnic. This year proved to be the exception as several events were on-going when we arrived; however, some kind folks offered us the use of empty tables in their pavilion and all ended well. There was one final stop back in Haymarket for those interested in an ice cream before heading home.

The CTR members who participated were Dick and Carole Burke (TR3A), Sam Earle (TR6), Art Fournier (TR8), Steve Harrison (TR6), Lionel Mitchell (TR6), Stephen Oertwig (Herald estate), Stan Olownia (TR7 spider), Don and Melodee Sheehan, Rich and Lisa Smalling (TR6), Barry Stoll (TR6), Sherman Tafel and Camellia Blackwell, Sherman Telis (TR250), and Stetson Tinkham (TR6). There were also several other relatives and guests along for the drive.

The Horse Country Drive offers fantastic roads and scenery. If you haven't tried it, you're missing a great time, so join us for next year's northern Virginia gallop. Thanks go to Lionel Mitchell for organizing this event each year.





Top left: Event organizer Lionel Mitchell conducts a drivers' meeting

(Continued on Page 14)



We dream of roaring engines
of metal, rubber, the smell of exhaust
of a car that does more than A to B
it stirs the soul

It's not some pie-in-the-sky dream
it's the dream we earned
the dream we live
the dream we'll pass on

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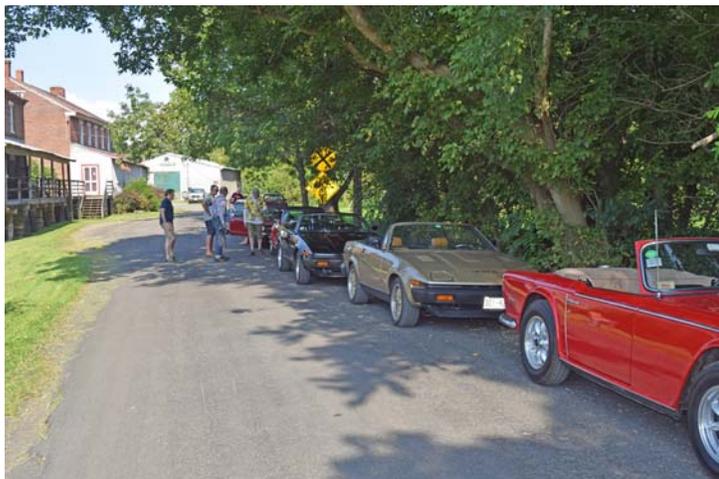
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Horse Country Drive Continued from Page 13



Top left: Sam Earle lends Dick Burk a few drops of petrol
Bottom left: Johnny Monarch's "bustaurant"
Top right: Strange bedfellows in the H&H Auto Garage
Center right: Carole Burke, Melodee and Don Sheehan, and Dick Burk at the Northern Fauquier Community Park
Bottom right: Lisa and Rich Smalling, Stetson Tinkham, Stephen Oertwig, Camellia Blackwell, and Sherman Taffel

Trending with CTR

News of Members in Brief



Christopher Yurasko's youngest son Zachery gets his first ride in the family's TR250



Rich Wilkins takes his youngest granddaughter for a ride in his TR3A



Matt Offen packs his clubs into his TR3A before heading to the Queenstown, Maryland, Golf Resort in late July

3rd Annual
DRIVING FOR KIDS
BRITISH RELIABILITY RUN
WASHINGTON DC

DC BRITISH RELIABILITY RUN

40 vintage British cars, driving 650 miles in three days exploring the scenic back roads of Virginia's Shenandoah Valley, West Virginia and Maryland, while raising money for children's charity.

OCTOBER 18-20, 2019

Cloverleaf routing in and out of historic and charming Shenandoah Valley, West Virginia and Maryland, with accommodations at the Winchester Courtyard Marriott.

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OUR MILITARY KIDS

A Brief History of Grille Badges

Christopher Yurasko

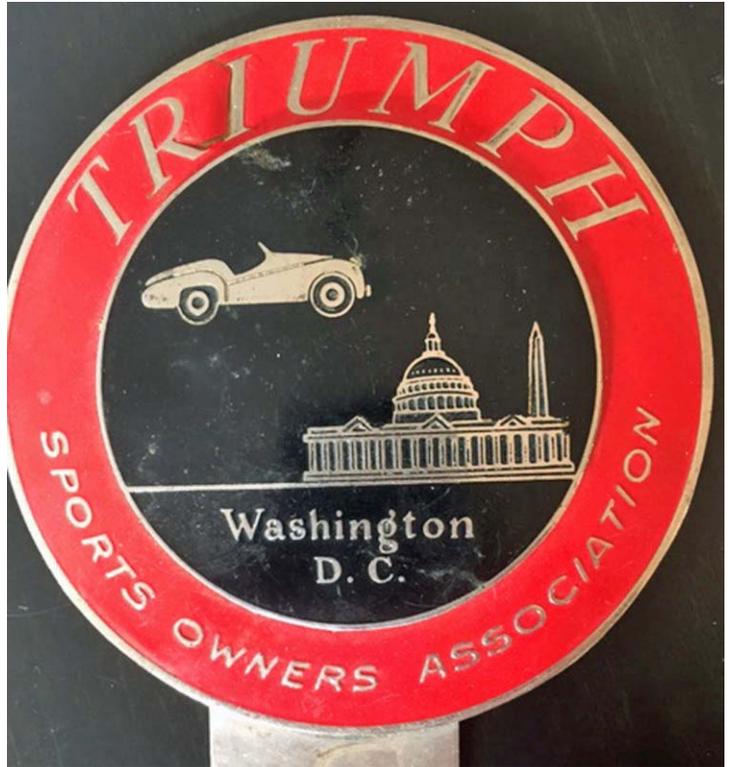
There are many fine traditions that your Capital Triumph Register participates in: car shows, drives, and get togethers. There is one tradition that instantly tells other drivers of your affiliation with our club and that is the grille badge.

Grille badges have a long history, almost as long as automobiles have been around. In the early days of motoring there was significant push back from civic organizations and localities which did not like cars. Some banded together to form groups including the aptly named Association of Not Yet Run Over Pedestrians who lobbied for laws restricting the use of automobiles. Drivers banded together to form counter organizations to appeal for their cars. Their symbols were grille badges. It was common in the early years of motoring in America to see cars sporting a AAA grille badge or St. Christopher, the patron Saint of safe travel.

Early badges were usually made of metal with cloisonné or paint for color. They were either screwed directly into the grille or attached to the headlamp bar. Some later cars actually had a bar specifically for badges. These bars can still be purchased today at Moss, Triple-C, etc. Badges are also popular among collectors of automobilia. A quick perusal of eBay shows hundreds of new and antique choices.

Grille badges have largely fallen out of favor for new cars in America, a combination of the ease of decals and bumper stickers and grilles themselves becoming unpopular in the '90s. The custom appears to still be hanging on in Europe, particularly among high end German marques.

If you're looking to start a new collection or display your club pride there are a few CTR badges left for sale.



Badges??? We Don't Need No Stinkin' Badges!

Lionel Mitchell

In the classic 1948 film "The Treasure of the Sierra Madre," the bandits didn't need no badges. You might not actually NEED badges, but you know you want these CTR grille badges. They are high quality enamel over brass badges – one with the CTR logo and the other with the BOG logo. These will look great on your car. We are closing out our limited supply of these badges. Get 'em while they last at \$20 each or two for \$35. Contact Lionel Mitchell at haymarket4@verizon.net if you're interested.



The oval badges are approximately 3 1/2" wide and 3" tall

Above left: An early AAA badge with mounting hardware
 Above right: A St. Christopher badge
 Top right: A Triumph Sports Owners Association Washington, DC, Chapter badge from the 1860s
 Right: current CTR and BOG grille badges



Vintage Triumph Register National Convention
<http://hillcountrytriumphclub.org/vtr2019/>
 October 6-11, 2019



6-Pack
Gateway TRIals

October 3-6, 2019

<http://www.6-pack.org>



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CLASSIFIED

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

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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravel1@yahoo.com

1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

1980 & 1979 Triumph Spitfire 1500s for Sale. 1980 engine was completely rebuilt and dynamically tuned after 94,454 miles w/ only 1000 miles driven since. Car is in very good condition with all mechanical systems rebuilt with OEM parts. Most recent work included a new radiator and fan and a completely new interior. 1979 engine in excellent condition & runs strong! Mechanically the car is in very good condition, with completely new clutch system, new rear brakes, and much more. Cars comes with numerous parts from a 1979 parts car and includes the complete power train, doors, boot and bonnet, frame, and much more. Cars licensed in MD and on the road. Would like to sell cars together. Asking \$8,950 for '80 and \$7,500 for '79. Contact: 301-834-7830



1956 TR3 for sale with approximately 50K original miles. Re-painted BRG and reupholstered. If interested, contact Roger Morrison at roger.morrison.1@verizon.net or 703-901-4107 for additional details.

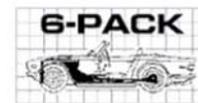
For Sale 1976 TR6 in incredible, original condition. This TR was stored in a climate-controlled warehouse for 39 years after the current owner, sadly, went blind! Only 22,000 documented miles are on the car! It was originally purchased in England by an Englishman and driven 1 1/2 years before moving to the US. The original tags from England are still on the car. The car was sold a couple years later to the current owner. It has electric overdrive, factory hardtop, and original convertible top and tonneau, boot cover and original Michelin redlines mounted on wheels. New Coker redlines on additional wheels are on the car.

Coventry Motor Works was asked to collect the car and ensure that all systems were refreshed and in good working order. The fuel system, cooling system, brake system, electrical system, suspension, and steering, have been thoroughly gone through. All new hoses, belts, have been replaced. The paint is all original (Java), with a blemish on the driver's front fender. Under the hood is in untouched, very original factory condition. This Triumph is in outstanding condition inside and out and is in near museum quality. It comes with documentation and the desired "Passport To Service" owner's booklet.

Coventry has been asked to market the Triumph at a very reasonable price of \$19,995. Serious buyers have the opportunity to discuss purchase with the owner who is 83 years old, and lives in Florida. Please call Sandy Thomson at 410-253-8519 with your interest.



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



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THE STANDARD

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The Standard welcomes all 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, or e-mail. Photos are also very welcome. If any mailed material must be returned, please include a self-addressed, stamped envelope.



Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$20 per pair - contact Patrick Carter (202-285-7031 or PCarter.dc@gmail.com) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



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

Signs of the Times



What could possibly have made this policy necessary?

Triumph Trivia

Christopher Yurasko

Match the car to its base MSRP (according to NADA):

- A. 1949 Triumph 2000 Roadster 1. \$8,395
- B. 1959 TR3A 2. \$3,275
- C. 1969 TR6 3. \$2,675
- D. 1979 TR7 4. \$2,950

Bonus Question: Which had the highest MSRP in today's dollars adjusted for inflation?



Answers: A4, B2, C3, D1
 Bonus: The 2000 at \$31,748.



Capital Triumph Register, Ltd. Membership Application / Renewal



Name: _____ Spouse/Partner: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

Work Phone: _____ Email Address: _____

Triumphs owned (Year/Model/Color): _____

Dues: 1 year \$25.00 or 2 years for \$40.00 - Electronic Newsletter
 1 year \$35.00 or 2 years for \$60.00 - Paper Newsletter

Newsletter Choice: Electronic Paper

Amount Enclosed (payable to "CTR"): _____

Please complete and return this form with your payment to:
 Roger Morrison, CTR
 3413 Mansfield Road
 Falls Church, VA 22041

Or you may apply or renew by paying on-line at the CTR website:
<http://capitaltriumphregister.com/ctr-membership/>



THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXXI, Number 9, September 2019



John Croft and Stuart Diekmeyer check out the steering column play in John's Spitfire while John Emerins looks on prior to the Cruisin' for Crustaceans run held on August 25th.

For more on the 26th annual CFC, turn to page 12.

PAGES 1 and 12 - Cruisin' for Crustaceans; PAGE 2 - From the President; PAGE 3 - CTR Happenings; PAGE 4 - From the Editor; PAGES 4, 6 and 7 - Upcoming Events; PAGE 5 - CTR Loaner Tool Program; PAGES 6 and 16 - Trending with CTR; PAGE 8 - CTR Breakfast; PAGE 10 - Saratoga Automobile Museum; PAGE 11 - CTR Event Calendar; CTR Regalia; PAGE 14 - Garage Sport: TR6 Hard Top Removal System; PAGE 16 - New and Improved TR7/8 Fender Drains; Grille Badges; PAGE 18 - Classifieds; PAGE 19 - Club Info; PAGE 20 - Odds and Ends

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From the President

By Stephen Oertwig

Nostalgia revives memories of when Triumphs were new

2019 has been a year of nostalgia and flashbacks of events in history.

Fifty years ago we heard about three days of peace and music, and nothing but peace and music at the Woodstock music festival near Bethel, New York. Some CTR members may even have been at Woodstock to be part of the historic gathering of half a million people. There probably are many CTR members whose parents were at Woodstock.

Woodstock was a popular destination for Triumph owners judging from the photographs that have been floating around the internet in August as the 50th anniversary celebration became viral. Traffic clogged the roads to the festival, and photographs show Spitfires and TR4s packed in with an assortment of VW buses and other cars.

Most of the Triumph probably were stuck because of crawling along in the hot August weather.

A new generation of sports car drivers

Woodstock was a catalyst for a fun-loving generation of sports car drivers. Triumph introduced the TR6 in late 1968 as a 1969 model. The TR6 ignited sales in the United States. Ninety percent of all TR6s were exported with most coming to North America. It was a car that helped keep British Leyland afloat when British automobile production was floundering.

Just 10 years earlier, Triumph introduced a new car that pushed the company into a modern era. On April 22, 1959, the Herald was introduced. The Herald went through many variations to end production in May 21, 1971, after more than 300,000 were built.

A Kodak moment

Many photographs of the Triumph production line are available on the internet. There also are many photos of workers picketing outside the plants at Coventry. Photos from the launches of new models are rare, but photos taken of the last car to come off the line are common. Photos of the last Herald, the last Spitfire and the last TR6 are noteworthy.

The last TR6 built was built July 15, 1976, commission No. CF58328. Bob Tullius of Group 44 fame received that car, and still has it today. It was on display at the Vintage Triumph Register Convention in 2010 at Jekyll Island, Georgia.

Driving a Triumph may be a way for CTR members to time travel 50 years into the past. Many of CTR cars are more than 50

years old. If only I had a radio in the Herald to listen to Jefferson Airplane while cruising down the highway.

Celebrating the Shape of Things that Survived

2019 also is the 45th anniversary of the TR7. The last of the TR series broke the mold on uncomfortable sports cars with a design that kept pace with modern cars. The first Wedges rolled off the assembly line September 1974, and the TR7 landed on the shores of the United States in January 1975. Production was short-lived as the last TR7 was made October 1981.

How much does a pound weigh?

A V-8 engine almost saved Triumph, but the TR8 came too late. Most TR8s went to the United States and remain the most sought after four-wheels-of-fun for Triumph owners. The TR8 could have lasted longer, but the strong pound peaked around \$2.40 by 1980, making Triumphs fairly expensive compared to competitors.

Global economic conditions have affected exchange rates dramatically. The British pound has fallen to almost \$1.20, half of what it cost for my TR7 Spider. Now is the time to buy parts — or even a complete Triumph — from England. Shipping times and rates have improved from when I was trying to buy parts for the 2000 in 1988. The pound was \$1.62 back then.

Many Triumph reproduction parts are made in China now. I've not seen discussion about what trade tariffs will do for suppliers in the United States who buy from China. Time will tell.

Welcome to new and old CTR members

CTR continues to draw new members monthly. Thankfully, CTR members also continue to renew their memberships. This has been a busy year for CTR. The August Standard was packed with information about upcoming events.

Because CTR covers such a large area, regional events are welcome. In September, CTR plans a multiclub drive in northern Maryland, a car show in eastern Maryland across the Bay Bridge, and a MG-TR driving event in northern Virginia. In November, we'll head south to Stafford County to visit the Virginia Tree Farm of the Year.

There are many car shows left for the driving season in the far corners of CTR territory. It is not expected that CTR members will attend every event because of the distances involved. I try to attend as many events as possible to meet CTR members. People drive Triumphs and are who make CTR as great as it is.

Elections are coming

I will pass the CTR crown to a new member in January 2020. The meeting date will be announced later, but it is not too soon to throw your spanner into the CTR toolbox. In the meantime, the passing of the days of summer promise great driving weather. It has been a long time since I had the GT6 on the road. When the weather cools off, I plan to drive the six-cylinder GT hard and drive often.

Please welcome CTR's newest members:

- ◆ Matthew Peponis of Falls Church, VA, who drives a black 1964 TR4
- ◆ Jeremy and Amy Garofalo of Falls Church, VA, who drive a 1976 Java green TR6
- ◆ Doug Kober of Damascus, MD, who drives a red 1977 Spitfire
- ◆ Brian Power of Sterling, VA
- ◆ Jonathan Gottlieb of Bethesda, MD
- ◆ William Bock of Alexandria, VA who drives a damson 1972 TR6

Along with members who have recently renewed their CTR memberships:

- ◆ Malcolm Collum
- ◆ Terry Wylie
- ◆ Jeanne Buschbach
- ◆ Richard Pace
- ◆ Lionel Mitchell



CTR Happenings

Nominations for CTR President

Stephen Oertwig's third two-year term as CTR president ends in January. Having tied Karl Johnson's record for longest serving president, Stephen has decided not to run again. If you're interested in becoming our next president, please contact one of the board members for more information. Whoever steps up and wins the election to be held at our January Awards Brunch will be backed up by a strong and experienced board. Volunteer today!

The CTR Record Book

So far, there's only been one input — surely you have something to brag about? Do you think you have a club record for the oldest or newest, lowest or highest mileage, or longest owned Triumph? Or maybe you have the most Triumphs? If you have a candidate for bragging rights, let the editor know, and we'll compile a list.

Fall Events

There are still several more September events in what's been a very busy month. Tom Burke is planning a driving event for September 21st while the MG-TR Test Drive will be on the 22nd. MGs of Baltimore will host their annual car show, MGs on the Rocks, on September 28th. Sandy Thomson is planning a redux of his Trappe Triumph Invasion on Maryland's Eastern Shore September 28-29th in conjunction with the St. Michaels Concours d'Elegance. Details on many of these events are in this issue of the newsletter.

6-Pack, the national club for TR250 and TR6 owners will hold their annual Trials in St. Louis, Missouri October 3rd-5th. On October 5th, Treasured Motorcar Services will hold an open house and car show in Manchester, Maryland. The Vintage Triumph Register's National Convention will take place in Dripping Spring, Texas October 6-11th. On October 13th, the MG club will host their annual fall show, the Hunt Country Classic. And consider taking part in the DC area America's British Reliability Run October 18-20th.

But wait, there's more! The driving weather in late October and early November is usually excellent and we have events in the works to give you opportunities to enjoy it. The Our Fall Foliage Run may return to the great roads of Fort Valley. And we plan to join the Richmond Triumph Register on their annual crab run to Southern Maryland on November 3rd. On November 9th we've been invited to an Open House at Camp Camellia by Sherman Taffel and Camellia Blackwell. Some dates are still in the planning stage, but others have been set for late fall and winter events. To see where things stand today, check the calendar on page 11 of this issue of the newsletter. And expect more details in the October edition.

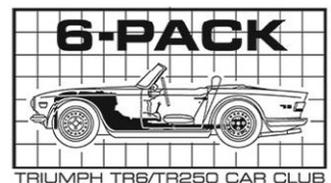
Hunt Country Classic

The final 2019 British car show in the DC region is the Hunt Country Classic to be held on October 13th near Middleburg, Virginia. Triumphs in general, and CTR Triumphs in particular, are always well represented at the show. If you have not already done so, please preregister! As we know well from our own show, Britain on the Green, preregistrations make it much easier for the event organizers to plan, ensure adequate space for each marque and model, and arrange for the maximum number of awards in each class. Again, please preregister if you plan to attend.

CTR End of Year Points Change

As you know, awards for participation in club events are made at the January Awards Brunch. Points to the awards are earned in several ways, one of which is recruiting new members for CTR. Based on a suggestion from one of our members—thank you Barry—we have increased the points for recruiting a new member from 20 to 45 in recognition of the importance of this for club growth. Know someone with an interest in Triumphs? Get them to join CTR.

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





From the Editor's Cluttered Desk

Art Fournier

Feeling Connected

The Capital Triumph Register currently has 150 members, but there are some we never see at any of our events. A few have moved out of the area – Florida, Oklahoma, North Carolina – but maintain CTR memberships to keep in touch. However, many live here in the DC metropolitan area and never take part in a CTR drive, tech session, or social activity. Is it because we don't offer an event that appeals to your interest? If that's the case, let someone on the board know what you'd like CTR to be doing. It's your club and it's up to you to help shape its activities.

A Bridge Too Far?

Our region is, to a certain extent, defined and separated by bridges. The Wilson and American Legion bridges span the Potomac which separates Virginia from Maryland. The District of Columbia and Arlington County are connected by a series of bridges. The Bay Bridge crosses the Chesapeake separating the eastern and western shores.

But traffic in our region makes the bridges intimidating, especially when you're driving a small, 50-year-old car like a Triumph. Look at the license plates on the cars at CTR and other LBC events you attend. The odds are pretty good that there won't be too many from the other side of the bridge. Live a little, take a chance, and think about attending events that make you cross a bridge.

Brews N' Cruisin' Multi-Club Tour

September 21st

Tom Burke

The Capital Triumph Register is in the early planning stages of a drive across Montgomery and Frederick County that will feature a visit to at least one of our fine farm breweries, a luncheon (or perhaps a picnic) and some leisurely mileage across the bosky dells and picturesque countryside of Upper Northern, or maybe Central Lower, Maryland.

As you can detect, we have a bit of planning yet to go, but, rest assured, it will be fun and scenic and relaxing with an interesting variety of cars and people. Besides that, one other thing is certain, it will take place on Saturday, September 21, 2019. So mark your calendar, perhaps with a sports car and a question mark, and stay tuned for further details and updates.

Test Drive 2019

September 22nd

Get ready, get set, start your engine, and get yourself to Bull Run Regional Park near Centreville, Virginia, the morning of September 22 from 9:00 a.m. to 12:00 noon. That's currently the day for which the MG Club's annual Test Drive event is scheduled.

If you've not participated in one of these before, the Test Drive is conducted within the confines of the park on a closed section of road with a reasonably low speed limit. You'll have the opportunity to drive other Triumphs like your own, mostly likely the ubiquitous TR6, but maybe also a TR3, TR4, TR7, TR8, Spitfire, 2000, or Herald. In the last few years we've had all those as well as an MGA, MGB, MGC, T-Series, and Midget brought by our friends from the MG Car Club Washington D.C. Centre. Additionally, members of both clubs have brought cars other than their classic British cars so we've had the opportunity to drive a Factory Five Cobra, Porsche 911, Jaguar XJ8 and XKR, Morris Minor, and even a Trabant. Who knows what will be present for your driving pleasure so prep your triumph (or other car) for the Test Drive and be there or be square.

Trappe Triumph Invasion 2019

The British are Coming...Again
September 28-29th
Sandy Thomson

Coventry Motor Works and The Thomson Family invite members of the Capital Triumph Register and all British car enthusiasts, to a weekend on the Eastern Shore, September 28-29th.

Coinciding with the St. Michael's Concours d'Elegance, we will engage in a number of events beginning with a visit to the St. Michaels Motor Museum Auto Fest starting at 10 a.m. Food, music, and museum features are available. In the early afternoon, we will embark on a tour around Talbot County including St. Michaels, Tilghman Island, and the Bellevue/Oxford Ferry ending up at our home in Trappe 4:30-5 p.m. for a barbecue and live music at 6 p.m.

Sunday we will attend the St. Michaels Concours d'Elegance. Special parking has been arranged for CTR club members. Coventry Motor Works, a sponsor of the Concours, will have a limited number of entry tickets to give CTR members and customers. Please contact Sandy Thomson - 410-253-8519 or sthomsontr6@gmail.com - for more information, Concours tickets, and with your RSVP on the evite.

"Concours d'Elegance" is a French phrase that means prettying up a car so that it's too damn nice to drive...

- Burt Levy, "The Last Open Road"

CTR Loaner Tools and Equipment Program

Doug Dallhoff

Many of us have found ourselves in the position at one time or another of needing specialized tools or equipment to effectively and/or safely complete a repair or upgrade to our Triumphs. However, we often realized that we didn't want to cough up the money to purchase these items and/or didn't have the space to store them for what very well could be for a one time use only. This is why CTR is kicking off a new initiative to help facilitate members lending specialized tools and equipment to other members. We're not looking at everyday tools like wrenches, screw drivers, ratchet sets or that BFM (big freakin' hammer) that almost all of us have to help fix and maintain our LBCs. Instead, we're looking at specialized tools and equipment like spring compressors, pozi drive screwdrivers, engine hoists, specialized jigs,



pneumatic brake fluid bleeders, powder coating ovens, just to name a few. We'd like to start this initiative off by establishing a database of specialized tools and equipment that members are willing to loan out to other members as the need arises. Once established, this data base will be made available to all CTR members and will be maintained by CTR.

In order to get this initiative off and running we need the help and participation of as many club members as possible. If you have what you consider specialized tools or equipment and are willing to loan them to other club members on a case by case basis, please send me an email at DSDTR6@gmail.com with a brief description of the item(s) you're willing to include in this specialized tool/equipment loaner program along with your contact information and where you're located. If you think it would help, you can also include a picture of the item(s). Please don't be concerned about duplicating an item that another member might make available as our members are spread throughout the entire DC area and your location may be more convenient to interested club members.

CTR also has club-owned tools that can be borrowed by club members. Currently CTR has a trailing arm repair kit/jig, a Hoover Pres-N-Snap snap installation tool, an electrical wire crimping tool and a dent repair Bullseye pick. These items will also be included in the CTR specialized tool/equipment loaner program database.

General guidelines for this program will be as follows:

- All arrangements and responsibilities for loaning tools/equipment owned by members is strictly between the owner and the borrower.

British Standard Motors, LLC
www.britishstandardmotors



British Standard Motors, LLC
2811-B Old Lee Hwy
Fairfax, VA 22031
Phone: (703) 573-3140
Email: rollo@britishstandardmotors.com
URL: www.britishstandardmotors.com



- It is recommended that owners keep a sign-out sheet for loaned tools/equipment. At the owner's discretion, this could also include a time period for when item should be returned.
- Club members borrow CTR loaner tools strictly at their own risk.
- As with the use of all tools and equipment, appropriate safety equipment should be worn when using any tools or equipment loaned through this program.

So let's get this initiative moving by providing your specialized tool/equipment input to me at DSDTR6@gmail.com. I'm also interested to hear any suggestions you might have to make this program as effective as possible. I'll go ahead and kick this initiative off by offering my engine hoist, engine stand, Eastwood Contour SCT (surface conditioning tool) for removing rust and paint, powder coating oven and metal hole punch to be included in this program. Looking forward to hearing from you.



CTR and BOG are on Facebook.

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

Camp Camellia Open House

Doug Dallhoff

Sherman Taffel and his wife Camellia Blackwell have graciously offered to host an open house for CTR club members at their Camp Camellia Tree Farm (art, nature, wildlife and technology center) in Goldvein, VA, on November 9, 2019. The day will feature an International Center for Artistic Development (ICAD) sponsored US Veterans Art Show as well as tours of Sherman's Quonset Hut of Classic Cars. In addition, you can enjoy a relaxed day at the "2018 Virginia Tree Farm of the Year" and avail yourself of all that it has to offer while enjoying good food, drink, and conversation with your fellow CTR club members. This promises to be a very unique and interesting club event. Further details are available in the flyer below.

CAMP CAMELLIA TREE FARM

Art, Nature Wildlife & Technology Center
& TMV Taffel Vintage Motor/Engineering



13766 Sillamon Road, Goldvein, Virginia 22720
Phone: 410-302-3930 Sherman 410-302-5926 Camellia
Website: www.icadev.org Email: staffel@comcast.net

WELCOMES

The Capital Triumph Register Car Club

To our OPEN HOUSE

Saturday, November 9th, 2019

11AM through evening

Featuring ICAD sponsored US Veterans Art Show

*Enjoy a relaxed day at the Tree Farm, Lodge & TVM Quonset Hut
Art Studio & Forest Trails Tour, Quonset Hut Classic Cars Tour,
Vintage Motorcar & Truck Experiences

"Walk the Trails in the '2018 Virginia Tree Farm of the Year' Loblolly Pine Forest!
Cross the Streams on the Dominion Energy Bridges & TMV Engineering Vehicle Bridge!
Experience the Art Studio! Ride in the Camp Camellia Official Vehicle!
Eat delicious wholesome food! Enjoy Healthy Drinks & Meet New People!"

11AM-1PM

Quonset Hut Brunch Menu - TVM Bar Area

Croissants, Rotisserie Grilled Hot Dogs, Popcorn, Coffee, Tea

PM COOK OUT MENU:

Hot dogs, hamburgers, chicken, vegetables, desserts & beverages

CAMP CAMELLIA TREE FARM is a 501C3, non-profit, educational organization.
DONATIONS APPRECIATED (Donations are tax deductible).

Google directions from your Location to 13766 Sillamon Road, Goldvein VA 22720

Trending with CTR

News of Members in Brief



Above: Jaime Steve and his MG TF along with Sue and Ken Bell at the Cars & Coffee at Johnny Monarch's in Marshall, Virginia
Below: Sherman Telis' TR250 out for a drive on a nice September day



The Vintage Triumph Register

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

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



Classic Car Show Henrico, Virginia September 28th

Saturday with the Classics - September 28, 2019
1:00 PM until 6:30 PM
Good Shepherd United Methodist Church
9155 Hungary Road, Henrico VA 23294

Come and join the fun! The Central Virginia British Car Club and Good Shepherd United Methodist Church are hosting something new and unusual: a car show in the afternoon and early evening when the air is warm with lots of shade on the show field. All cars, trucks, and bikes will be 1980 and older. Classes will be in 10-year groupings. Judging will be by a committee of classic car enthusiasts and will award for first, second, and third in class. In addition, there will be awards for best in show, best display, and best original design.

Enjoy an excellent venue with food and refreshment vendors on site, offering delicious choices including ice cream. Family participation is encouraged with a kid's playground on the premises. Bring your chairs, tables, and/or blankets. Enjoy seeing some great classics! We hope to make this new event an annual occurrence.

Spectators: Admission is free.

Participants: [Eventbrite.com](https://www.eventbrite.com)

<https://www.eventbrite.com/e/saturday-with-the-classics-registration-64743557724>

Registration is available on this site by clicking the green "Register" button. Registration is \$25.00 and is required by 9/18/19. (No registration after 9/18 and no registration at the gate.) Space is limited! We want to make room for each participant, spectator, and food vendor. Proceeds from registration will be given to the Good Shepherd United Methodist Missions Program, a long running outreach program of the church.

Location: Good Shepherd is located in the West End at 9155 Hungary Road, Henrico VA, 23294. The church is between the intersections of Francistown Road and Hungary to the west and West End Drive and Hungary Road to the east.

Weather: We'll see you rain or shine!

Questions: email CVBCC.Event@gmail.com.

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- ◆ Hay Rides
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Hunt Country Classic
October 13, 2019

Rain or Shine
Popular Vote Classes

Willoughby Farm, Middleburg, Virginia
(7397 Frogtown Road, Marshall, VA 20115)

https://www.mgcarclubdc.com/hcc/hcc_main.html



CTR Breakfast

September 15th

Our bimonthly breakfasts have become an established CTR tradition. We began the series as an opportunity to get members together for a bit of socializing and car talk between driving and tech events. Unlike a number of clubs, CTR does not have regular member meetings. This is due to the volume of rush hour traffic in our core area and the fairly wide dispersion of our members. The breakfast get-togethers seem to fill the void and have been well attended. The most recent was no exception, with 21 members participating.

On hand were Alex Attard (TR4), Bill Bock (TR6), Ben Cheshire (TR6), Doug and Marie Dallhoff (TR6), Beverly Dougherty, Art Fournier (TR8), Steve and Ana Harrison (TR6), Bob and Monica Ludwig, Bruce and Loretta Metcalf, Glenn Minucci (Stag), Lionel and Nancy Mitchell, Roger Morrison (TR6), Richard and Janet Pace, Walt Seedlock (TR4), and Barry Stoll (TR6).

Breakfast was at the Primo Family Restaurant convenient to the George Washington Parkway and Wilson Bridge in Alexandria, Virginia. As usual, conversation spilled into the parking lot after breakfast. Bonnets were raised and questions were an-

swered. And, of course, there were many admiring looks given to the Triumphs and even to the Jaguars on hand.

Join us for our next bimonthly breakfast planned for Sunday, November 17th, at the Primo Family Restaurant in Alexandria. You'll enjoy it!



Above: Richard Pace and Glenn Minucci with Glenn's Stag




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*Above: "They're going to talk about their cars all day!" Loretta Metcalf, Nancy Mitchell, Monica Ludwig, and Marie Dallhoff.
Below: "Why are they staring at us; I still have a few questions about tuning Stromberg carbs." Bruce Metcalf, Glenn Minucci, Lionel Mitchell, Bob Ludwig, Doug Dallhoff, and Alex Attard.*



*Top: Roger Morrison and Ben Cheshire with Roger's TR6
Center: Roger Morrison, Alex Attard, and Glenn Minucci with Alex's TR4
Bottom: Lionel Mitchell, Bill Bock, and Bruce Metcalf check out Bill's TR6*

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Email: londonautoservices@verizon.net
URL: www.londonautoservices.com

Owner: Nick Vadala

edgeable and he even reported that he had worked many years in a Triumph shop in Pennsylvania. No TRs have been consigned this year. If I had wanted, I think I could have gotten them to take a long, hard look at my car. Bill was very interested.

The way it works is a tiny bit unclear, but I think you basically let them help you set a price, turn the car over to them to market, and hopefully sell for top dollar. Last year, they sold a Big Healey for a world record price of over \$105,000! Not saying a TR would fetch that much, but they use the fact that they give some of the proceeds of the sale to charities, as well as to build the museum's endowment, to "encourage" bidders to spend more than they would if they were simply purchasing a car. That part is pretty clear.



How an owner can use consignment and set a "reserve" to see what value the market would place on a car, without having to actually sell the car — that is the murky part! It must be similar to the way it is done by Mecum and the other big car auctions: if the "reserve" you set is not met (if no one offers that amount), you get the car back. The process, by that point has cost you a trip for you and the car to Saratoga Springs, and perhaps a seat at the table for a dinner and speeches the night of the auction, and then a trip home for you and the car. And, you can bid on cars and other items as they are auctioned.

This year's Auction takes place the weekend of September 19-21 at the Museum. It is too late to consign a car, but not too late to buy a ticket to the Auction. To see the cars already consigned, visit the Saratoga Automobile Museum website: www.saratogaautomuseum.org. The auction has a separate website with photos of every item that has been consigned thus far. Last time I checked, not a single TR will appear at this year's event!

Saratoga Automobile Museum

Stetson Tinkham

Last fall, in a fund-raiser for my wife's graduate school, we bid successfully on a "package" that included two days and nights in Saratoga Springs, New York, during the horse racing season. We discovered that there is now an automobile museum in Saratoga Springs. Our hosts provided us with tickets to it. Soon after the big race, we visited it. The museum occupies a former bottling plant for Saratoga Spring Water. It is spacious, well laid out, and it showcases a number of permanent and several changing exhibits. The changing exhibits included:

- Wheels: Woman & Independence 1900-1920
- Wheels of Change: Cars & Culture of the 1960s
- Works of the automotive artist Chris Osborne
- Racing in New York State:

The most interesting part of the visit to me, however, was learning that the museum recently (2017) started an auction to raise money for itself and for local charities. On the morning we were there, staff members were examining cars driven (or trailered) in to be assessed for consignment to the museum. Bill Windham, who does the assessments, appeared to be very knowl-

What the cars on consignment do have in common is their high quality. The museum is worth a visit any time one is in the Albany, NY area. If consigning a car for auction appeals to CTR members, this could be the place for you. And at least a quick look at the auction website will reveal the quality offerings presented at this annual event.

UPCOMING EVENTS

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

- Sep 20-22 - Pennsylvania area American British Reliability Run
 Sep 21 - Joint Driving Event *CTR*
 Sep 22 - MG / TR Test Drive *CTR*
 Sep 28 - MGs on the Rocks, Rocks State Park, MD
 Sep 28-29 - Trappe Triumph Invasion 2019 *CTR*
 Sep 29 - St. Michaels Concours d'Elegance
 Oct 3-5 - 6-Pack Trials, St. Louis, MO
 Oct 5 - Treasured Motorcar Services Open House and Car Show
 Oct 6-11 - VTR National Convention, Dripping Spring, TX *VTR*
 Oct 11- Deadline for the October issue of *The Standard*
 Oct 13 - Hunt Country Classic *CTR*
 Oct 18-20 - DC Area British Reliability Run
 Oct 23-28 - Mille Miglia warm Up USA, Middleburg, VA
 Nov 3 - Richmond Triumph Register Crab Run *CTR*
 Nov TBD - Fall Foliage Tour *CTR*
 Nov 8 - Deadline for the November issue of *The Standard*
 Nov 9 - Camp Camellia Open House, Goldvein, VA *CTR*
 Nov 12 - CTR Executive Steering Board Meeting, Arlington, VA
 Nov 17 - CTR Breakfast *CTR*
 Dec 7 - Middleburg, VA, Christmas Parade *CTR*
 Dec TBD - CTR Holiday Party *CTR*
 Dec 13 - Deadline for the December issue of *The Standard*
 Jan 10 - Deadline for the January issue of *The Standard*
 Jan 12 (Tentative) - CTR Awards Brunch *CTR*
 Jan 14 - CTR Executive Steering Board Meeting, Arlington, VA
 Jan 19 - CTR Breakfast *CTR*
 Jan 24-Feb 2 - Washington Auto Show, DC Convention Center
 Jan 31 - CTR Night at the Washington Auto Show *CTR*
 Feb 1 (Tentative) - BOG Kickoff Meeting
 Feb 23 (Tentative) - CTR Winter Luncheon *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>
 for details, updates, changes, and additions.



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.



CL003 for CTR



CL027 for BOG

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.



Cruisin' for Crustaceans

August 25th
Art Fournier



CTR's 26th annual Cruisin' for Crustaceans tour is in the books. The weather and attendance were excellent with a nice mix of Triumphs (and a few other cars) taking part. Crabs were plentiful, but strangely expensive – \$75 a dozen for large males – given the supply.

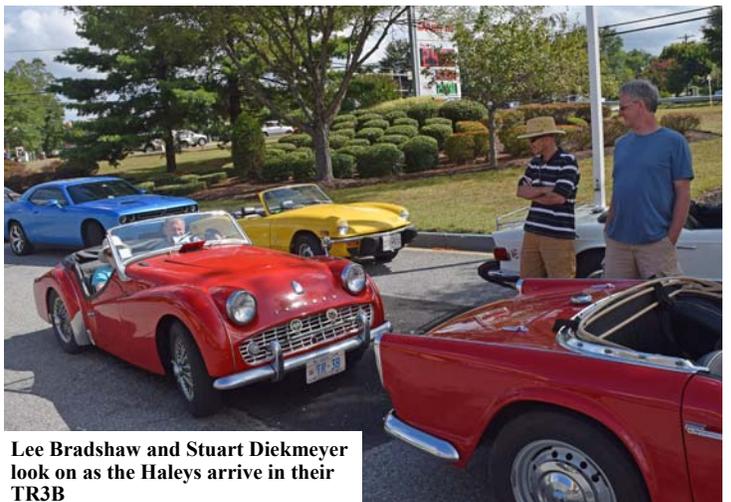
Taking part were John Croft (Spitfire), Stuart Diekmeyer (TR6) and Jeneanne Hunter (Spitfire) with their guests Lee and Toni Bradshaw, Maureen and Jay Donn, Paul and Sharon Edelstein (TR8), John Emerins, Art Fournier (TR8), Roger Haley and Mary Hannon Haley (TR3B), Chris and Jean Mennone (TR4), Lionel Mitchell (TR6), Roger and Peggy Morrison (TR6), Stephen and Ho Yong Oertwig (Herald estate), Pete Philips, Paul Scuderi (TR6), and Sherman Taffel and Camellia Blackwell.

As has been our tradition, we toured over back roads to reach our destination which, this year, was Skipper's Pier located where Rockhold Creek enters the Chesapeake Bay in Deale, Maryland.

This year's route was a little shorter than usual, but the roads were ideal for our cars. We became separated as we made our way through "South County" as southern Anne Arundel County is known locally, but everyone wound up at the restaurant. Radio failure, lots of twists and turns, and a few larger vehicles in the mix broke up our LBC caravan. We'll have to buy fresh batteries for the club's radios and see where we go next year as we continue our never-ending quest for great roads and the finest in traditional Southern Maryland summer cuisine.



Jean Mennone, Jeneanne Hunter, and Toni Bradshaw



Lee Bradshaw and Stuart Diekmeyer look on as the Haleys arrive in their TR3B

We dream of roaring engines
of metal, rubber, the smell of exhaust
of a car that does more than A to B
it stirs the soul

It's not some pie-in-the-sky dream
it's the dream we earned
the dream we live
the dream we'll pass on

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*Top left: Peggy Morrison, Art Fournier, Roger Haley, Mary Hannon Haley, Pete Philips, and Roger Morrison
Center left: Paul Scuderi, Lionel Mitchell, and Paul and Sharon Edelstein
Bottom left: Camellia Blackwell, Jean and Chris Mennone, Ho Yong and Stephen Oertwig, and Sherman Taffel
Top right: Lee and Toni Bradshaw, Jeneanne Hunter, and Stuart Diekmeyer
Center right: John Croft, Maureen Donn, and John Emerins
Bottom right: Art Fournier, Sharon and Paul Edelstein, Paul Scuderi, Sherman Taffel, and Camellia Blackwell enjoying the view of Rockhold Creek*



A Poor Man's Hardtop Removal System * Lionel Mitchell

* Or How I Made a One-Man TR6 Hardtop Lift for \$40

OK, confession – I'm not sure if it was \$40. Maybe it was \$50. Years ago, way before I finished my maple TR6 restoration, maybe even before I started it, I had this idea of making a simple pulley system to raise and lower my factory hardtop on the car by myself. If you've ever dealt with mounting or removing a TR6 hardtop, you know it will take two or more people to do it. I have seen a one-man lift system for Mercedes hardtops, but at the time it was \$500. I found a bicycle pulley lift at store called Brookstone. A quick Google search shows that it's still in business, but I could not find this particular item. Anyhoo, this rig consists of two brackets that mount on the ceiling. It has a nylon cord threaded through a series of pulleys and a couple of big hooks. As shown in the photo, the hooks grab the bicycle at the handlebars and the seat, and the cord is used to raise and lower the bike.



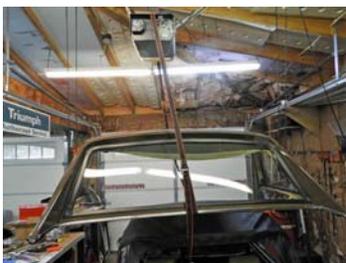
So, I figured this apparatus could be used as the basis to achieve my objective at a very low cost.

So, what are the considerations, or requirements for all you systems engineers, in constructing such a lift system using said apparatus besides the raising and lowering functions? First of all, it needs to support the weight and secondly, it need to support the center of gravity of the top. On the outside of the box it says "supports 50 pounds" but on the instructions inside it says 100 pounds. I don't know exactly how much the hardtop weighs, but I'm comfortable with this aspect of the lift system. As I considered the weight balance aspect of my system, I knew I would have to add one or more other straps into the system. This would take some of the load. Having suspended this hardtop to my garage ceiling for storage purposes years ago, I know that there needed to be at least four points of lift: front and back and the two sides. Furthermore, I knew that the center of gravity was towards the rear of the top at the quarter side windows. I had considered some sort of tent-like arrangement of cords or straps connected under the top and coming to a point above the top and then connecting to the bike lift, but this seemed a little bit too complicated. Plus, it seemed that it would result in some instability in terms of movement and possible strain on a single connection. I wanted to follow the KISS principle – Keep It Simple, Stupid!

The solution presented itself as I was lifting the top off of the car with just the bike pulley system. It's very simple, consisting of a single woven nylon strap. But this system only works following a particular procedure. First of all, the pulley system is screwed into the ceiling rafters and the cord is threaded through the pulleys. The hooks are metal and are coated with a mar-resistant rubberized material, but to insure I would not scratch the top, I taped some weather-stripping foam to them. Here is the procedure I used to raise the top off the car and suspend it from the ceiling.

1. Remove the fasteners holding the top to the car – two in the back, two on the sides, and two at the front.
2. Place the hooks at the top, rear corners of the door window openings and slowly start pulling the top up from the car. At this point, I taped foam insulation on the corners of the hardtop and put a blanket on the rear deck to prevent scratches.
3. Now comes a slow raising of the top a little more. This reveals that the hooks need to be further towards the rear of the top to accommodate the center of gravity. The clue was the top was listing to the truck lid. Now comes the addition of the strap.
4. Install the woven nylon strap front to back and suspend it from a point above the top. As you can see from the photo, I put the strap over the garage door opener, which is suspended by angle iron, lag-bolted into garage rafters. Maybe not the best solution, but it works.
5. The strap has a buckle that allows tightening and locking the strap into position. I tightened the strap as tight as it would go and centered the strap over the garage door opener such that the top was balanced.

6. Then I carefully moved the hooks, one at a time, from the position at the window opening to underneath the bottom edge of the top at the quarter side windows. This required a little seat-of-the-pants assessment of the center of gravity to find the right placement for the hooks, but it was fairly obvious. I know all you mechanical engineers are wincing over this.
7. From here on, it was a matter of iteratively raising the pulley up a little and tightening the strap that goes front to back. To maintain balance on the weight distribution, I couldn't raise it too much at a time with the pulley system without correcting with the strap.



While this might sound a little complicated, it's really very intuitive and, best of all, it was very cheap and I could do it by myself.

I haven't actually lowered it to mount it on the car, but you know what all the manuals say: reassembly is the reverse of disassembly. Ha! We all know it's not always that simple. I do know it will require positioning the car underneath the top as close as possible to the position it was in when I took the top off. I'm sure an extra pair of hands would make it easier to do, but I do believe I could do it myself in a pinch.

What are they up to now?



Here's a little teaser for you. Lionel Mitchell and Doug Dallhoff (shown) are installing a new convertible top on Lionel's TR6. Lionel has promised "how to" details on the project for an upcoming issue of the newsletter. Stay tuned.




DC BRITISH RELIABILITY RUN

40 vintage British cars, driving 650 miles in three days exploring the scenic back roads of Virginia's Shenandoah Valley, West Virginia and Maryland, while raising money for children's charity.

OCTOBER 18-20, 2019

Cloverleaf routing in and out of historic and charming Shenandoah Valley, West Virginia and Maryland, with accommodations at the Winchester Courtyard Marriott.

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**New &
Improved**

**TR7/8 Fender
Drains
Art Fournier**

Lots of small, non-critical parts for our cars are no longer available from any of the usual American or British suppliers. Among these are the drains fitted to the front fenders of TR7s and 8s. These small plastic parts allow water to drain from the bottom of the fenders while helping prevent mud and debris from splashing in. Here's a case where modern technology has come to the aid of our not so modern automobiles. Brian Tilton produces these parts from thermoplastic polyurethane. The drains aren't a high demand item, so Brian's 3D printing technique is well suited to this low volume production application. At \$25 (shipping included) for the set of four, they're not cheap, but his drains are well made, easy to install, and fit perfectly. For more information, contact Brian at bpilt@myfairpoint.net.



Sherman Telis was recently in Switzerland where he took this photo of a Triumph Herald taking part in the Alpine Challenge Rally

**Badges??? We Don't
Need No Stinkin'
Badges!**

Lionel Mitchell

In the classic 1948 film "The Treasure of the Sierra Madre," the bandits didn't need no badges. You might not actually NEED badges, but you know you want these CTR grille badges. They are high quality enamel over brass badges – one with the CTR logo and the other with the BOG logo. These will look great on your car. We are closing out our limited supply of these badges. Get 'em while they last at \$20 each or two for \$35. Contact Lionel Mitchell at haymarket4@verizon.net if you're interested.

**Trending with CTR
News of Members in Brief**



Professor Pete Farrell's TR6 in a faculty parking sport at George Mason University. To complete the image, all he needs is a pipe and a tweed jacket with leather elbow patches.



The oval badges are approximately 3 1/2" wide and 3" tall



Vintage Triumph Register National Convention
<http://hillcountrytriumphclub.org/vtr2019/>
 October 6-11, 2019



6-Pack
Gateway TRIals

October 3-6, 2019

<http://www.6-pack.org>



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CLASSIFIED

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

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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravell@yahoo.com

1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

1980 & 1979 Triumph Spitfire 1500s for Sale. 1980 engine was completely rebuilt and dynamically tuned after 94,454 miles w/ only 1000 miles driven since. Car is in very good condition with all mechanical systems rebuilt with OEM parts. Most recent work included a new radiator and fan and a completely new interior. 1979 engine in excellent condition & runs strong! Mechanically the car is in very good condition, with completely new clutch system, new rear brakes, and much more. Cars comes with numerous parts from a 1979 parts car and includes the complete power train, doors, boot and bonnet, frame, and much more. Cars licensed in MD and on the road. Would like to sell cars together. Asking \$8,950 for '80 and \$7,500 for '79. Contact: 301-834-7830



For Sale 1976 TR6 in incredible, original condition. This TR was stored in a climate-controlled warehouse for 39 years after the current owner, sadly, went blind! Only 22,000 documented miles are on the car! It was originally purchased in England by an Englishman and driven 1 1/2 years before moving to the US. The original tags from England are still on the car. The car was sold a couple years later to the current owner. It has electric overdrive, factory hardtop, and original convertible top and tonneau, boot cover and original Michelin redlines mounted on wheels. New Coker redlines on additional wheels are on the car.

Coventry Motor Works was asked to collect the car and ensure that all systems were refreshed and in good working order. The fuel system, cooling system, brake system, electrical system, suspension, and steering, have been thoroughly gone through. All new hoses, belts, have been replaced. The paint is all original (Java), with a blemish on the driver's front fender. Under the hood is in untouched, very original factory condition. This Triumph is in outstanding condition inside and out and is in near museum quality. It comes with documentation and the desired "Passport To Service" owner's booklet.

Coventry has been asked to market the Triumph at a very reasonable price of \$19,995. Serious buyers have the opportunity to discuss purchase with the owner who is 83 years old, and lives in Florida. Please call Sandy Thomson at 410-253-8519 with your interest.



TR6 Rear Suspension and Rear Axle parts for sale. From low mileage TR6 replacement of TA bushings/brackets and installation of CV joint rear axles. Complete rear axle assemblies with U-joints showing no "slop," no spline wear, and free spinning/silent hub housings. Asking \$140 each or \$250 for both. Polyurethane TA bushings with sleeves, bolts and new Ny-Lok nuts (One side had been installed for less than 500 miles). Asking \$25. New or like new TA brackets including 2 each: "1-notch," "2-notch," and "3-notch" ("2-notch" new and others used but bead blasted). Asking \$10 each. See <https://static1.squarespace.com/static/5c6dec53b10f25d4edf0b3f7/t/5c6efe8cfa0d6054b95e50e3/1550777997286/Adjusting+Rear+Suspension.pdf> for camber setting technique. Contact Barry at 703-256-3013 or barrystoll@netscape.net.



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THE STANDARD

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For sale: 1999 Porsche 911 Carrera Cabriolet (also known as 956 series). Water-cooled 3.4 Litre 6 cylinder engine (296 hp) with 6-speed manual gearbox . Ocean Blue metallic exterior with Savanna Beige leather interior and blue convertible top. Car is in outstanding condition with only 61,110 miles. Amenities include sport tires, Porsche windstop deflector, lumbar seat support, memory seats, and XMCommander universal satellite radio receiver. Recent safety inspection. Hagerty value is \$24k for a 1999 #2 condition Carrera, and recent ads of similar cars are listed at \$25k and above. Priced to sell at \$22,000. Serious inquiries only, text to 703-967-6822.



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CTR and BOG are on Facebook.

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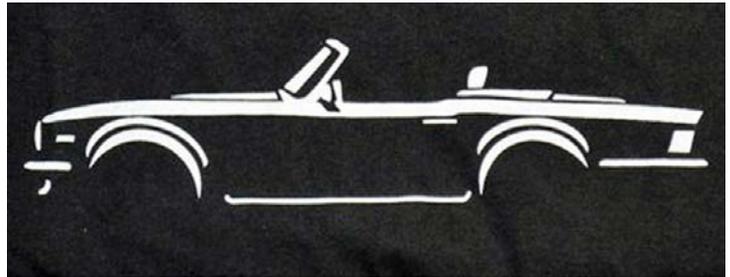
Signs of the Times



Triumph Trivia

Christopher Yurasko

Did the TR6 come in black from the factory?



Answer: It does not appear so. While black is listed as a factory color, it was used on hard tops. Apparently, there were some dealers that did a respray prior to sale. For more information on colors, the Ottawa Valley Triumph Club has a well researched page: <http://www.ovtc.net/tr6-colours.html>



Capital Triumph Register, Ltd. Membership Application / Renewal



Name: _____ Spouse/Partner: _____

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

Work Phone: _____ Email Address: _____

Triumphs owned (Year/Model/Color): _____

New members, how did you hear about the CTR? _____

Dues: 1 year \$25.00 or 2 years for \$40.00 - Electronic Newsletter
1 year \$35.00 or 2 years for \$60.00 - Paper Newsletter

Newsletter Choice: Electronic Paper

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Please complete and return this form with your payment to:
Roger Morrison, CTR
3413 Mansfield Road
Falls Church, VA 22041

Or you may apply or renew by paying on-line at the CTR website:
<http://capitaltriumphregister.com/ctr-membership/>



THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXXI, Number 10, October 2019

**2019 is CTR's
30th Anniversary Year!**



Most of the crew that took part in the Brews 'n' Cruisin' drive that ended at the Waredaca Brewing Company in Laytonsville, Maryland on September 21st. For more on the picnic, turn to page 8.

PAGES 1 and 8 - Brews 'n' Cruisin' Picnic; PAGE 2 - From the President; PAGE 3 - CTR Happenings; PAGE 4 - From the Editor; PAGES 4, and 6 - Upcoming Events; PAGE 5 - CTR Loaner Tool Program; PAGE 7 - Shenandoah Valley Show; PAGE 10 - Trending with CTR; PAGE 11 - Triumph Trappe Invasion; PAGE 12 - Watkins Glen; PAGE 13 - CTR Event Calendar; CTR Regalia; PAGE 14 - Garage Spot: TR6 Soft Top Installation; PAGE 17 - Personal Triumphs: La Belle du Jour; PAGE 18 - Goodwood Revival; PAGE 20 - MG/TR Test Drive; PAGE 22 - Classifieds; PAGE 23 - Club Info; PAGE 24 - Odds and Ends



From the President

By Stephen Oertwig

Attending VTR convention reaps priceless rewards

Driving 53 hours covering 3,000 miles has its rewards. That's what it took for me to attend the 2019 Vintage Triumph Register convention and North American Triumph Challenge in Drippings Springs, Texas. The rewards: Priceless satisfaction.

The latest adventure to share comradery with fellow Triumph owners was a 10-day odyssey. This month's column will focus on valuable lessons and not the convention itself. News about the convention will run in November.

Time is the costliest factor of getting ready for a 1,500-mile drive. Take the time you plan to spend getting ready and just double it. Trying to keep up with work, family, dogs, and day-to-day tasks spoils great plans for getting on the road. If not for Ho Yong's help, I would have never made it to Texas in time.

Much of the work on the Herald estate, which was called a pygmy hearse by someone, should have been finished back in July. I had started replacing the shocks in June. I left the rear shocks until the day before I left for Texas. Last minute details also included greasing the front wheel bearings.

Dreams to have a CTR Get-Your-Hands-Dirty session to replace the windshield gasket never happened, primarily because of a torn left rotator cuff. I started physical therapy just so I could shift with my left arm without unbearable pain. There were many items on the maintenance list that didn't get done such as checking the timing and idle speed, a good cleaning and waxing, and collecting more Triumph memorabilia to display.

Hauling a well-groomed car down the interstate was not critical because the Herald was strapped down to an open car trailer. Finding an enclosed trailer at a good price was not practical. What Ho Yong found for me was a 16-foot open trailer that weighs 1,900 pounds in great condition. Again, there were projects that didn't get done such installing a winch, replacing the heavy steel loading ramps with lighter aluminum ramps, and mounting tie-down rings on the trailer bed. This did not hinder functionality of the trailer and will be done later.

Major Hindsight

In a moment of major hindsight, I should have asked for some help from CTR members. Collective efforts to get a Triumph ready is a mainstay of CTR. I heard many attendees at the VTR convention say their local clubs don't have many events. I proudly could say that CTR often has two or three events a month.

It is the fanatics who often are the majority at a VTR convention. We've been going for years, and will continue to go. How-

ever, that does not measure the true value of a local club's membership.

Measuring CTR's success

I measure CTR's success by the many volunteers who put on events. I appreciate the efforts of those such as Barry Stoll who seems to find new members across CTR territory. Finding fellow Triumph drivers to join a club was easy 40 years ago. It is a rare feat today. Barry must have a Triumph divining rod.

Few Triumph clubs put on a major show every year. Britain on the Green draws more participants than many of the VTR conventions. Both events demand constant planning and determination. CTR has been doing it long enough to find ways to improve every year.

CTR's charitable effort is one area that sets us off from many chapters. Britain on the Green provides us the means to make a difference to many people.

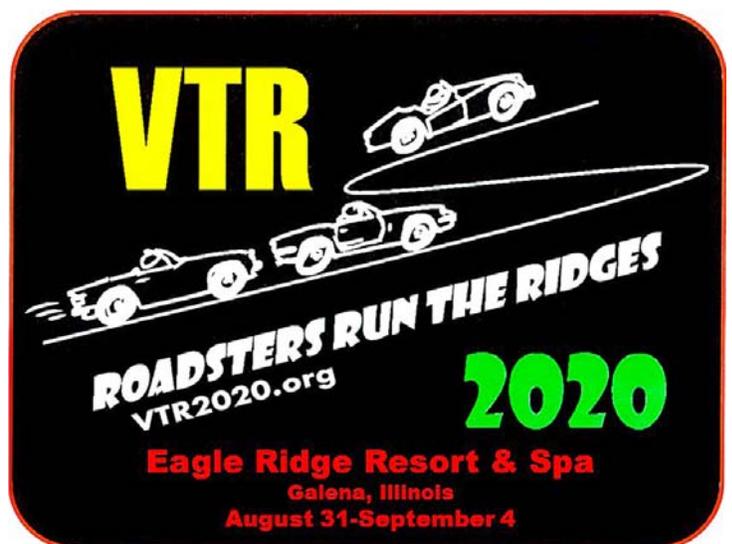
Working for a common cause

There is one overarching trait common shared by Triumph clubs and the Vintage Triumph Register: Volunteerism. It is many people who share their precious time to enhance an organization's value. The more members an organization has, the more effective it can be in furthering organizational goals.

BOG is successful because of the number of members who gladly turn out on the last Sunday of April every year to set up tents, park cars and direct traffic.

Meeting the needs of current members is just as important as recruiting new members. Having gatherings such as the holiday party and winter feast is a way to show appreciation.

VTR depends on volunteers to promote Triumph preservation at a national level. Meeting these humble volunteers at national conventions is rewarding in itself.



I will continue to advocate the value of being a VTR member to fellow CTR members. VTR is entering a new era with the addition of Mike Cook's collection of Triumph information. Work has started on a foundation to maintain the material that Mike archived with the goal of sharing a wealth of information to VTR members.

Planning for 2020

VTR's 2020 national convention will be August 31 through September 4 in Galena, Illinois. It is less than 900 miles from Washington, D.C. I will start my planning now for next year so I have 20/20 vision. Galena is almost close enough to drive the Herald instead of hauling it on a trailer.

In the meantime, I look forward to CTR events so I can drive on and drive often. New Year's Day will be here before we know it.

Please welcome CTR's newest members:

- ◆ Stirling and Patti Rasmussen of Lincoln, VA, who drive a red 1961 TR3A
- ◆ Angelina Ortiz of Ashburn, VA

Along with members who have recently renewed their CTR memberships:

- ◆ David Stahlman
- ◆ Dennis Eckhout
- ◆ Sherman Taffel
- ◆ Lyle Farmer
- ◆ Frank Smigelski



CTR Happenings

Nominations for CTR President

Stephen Oertwig's third two-year term as CTR president ends in January. Having tied Karl Johnson's record for longest serving president, Stephen has decided not to run again. If you're interested in becoming our next president (or serving on CTR's Executive Steering Board in any capacity), please contact one of the board members for more information. Whoever steps up and wins the election to be held at our January Awards Brunch will be backed up by a strong and experienced board. Volunteer today!

British Cars at Le Mans

David Hutchison of Delaware Valley Triumphs & Ragtops and Roadsters is organizing the 2020 Best of Britain display for the Simeone Museum in Philadelphia. The planned theme includes British cars that have raced at Le Mans. If you have any suggestions, please pass them on either to Dave or to one of the Capital Triumph Register board members.

The CTR Record Book

Sretson Tinkham has laid claim to having owned his TR6 the longest of anyone in the club, having purchased the car new in April 1969. So far, his is the only input — surely you have something to brag about? Do you think you have a club record for the oldest or newest, lowest or highest mileage, or longest owned Triumph? Or maybe you have the most Triumphs? If you have a candidate for bragging rights, let the editor know, and we'll compile a list.

Fall and Winter Events

October is coming to a close; however, a few events remain. The DC area America's British Reliability Run October 18th through the 20th. The Rockville Antique and Classic Car Show will be held on the 19th. The 1000 Miglia Warm Up USA will be held the 23rd through 26th.

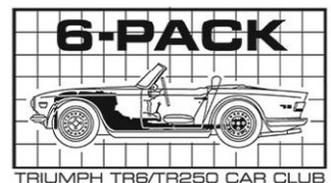
But wait, there's more! The driving weather in early November is usually excellent and we have events in the works to give you opportunities to enjoy it. The Our Fall Foliage Run returns to the great roads of Fort Valley in the Shenandoah on the 2nd. We will join the Richmond Triumph Register on their annual crab run to Southern Maryland on November 3rd. On November 9th we've been invited to an Open House at Camp Camellia by Sherman Taffel and Camellia Blackwell. And our bimonthly breakfast get-together will be on the 17th.

We are working out details for the annual Holiday Party in December. Look for an update soon. And once again we plan to participate in the Middleburg Christmas Parade on December 7th.

Looking ahead to 2020, we will have a several events to carry us through the winter. If the weather cooperates as it did in 2019, we may start the year off with a drive through the Capital on New Year's Day. Our annual Awards Brunch is planned for January 12th. We're looking at returning to Clyde's at the Mark Center in Alexandria, a venue that has served us very well in past years. Unlike 2019, the DC Auto Show will be held in January in 2020. We will plan to visit the show on Friday the 31st.

Look for more on these and other winter events in upcoming issues of the newsletter. If you have a suggestion for an event, share it with one of the board members. If an idea appeals to you, the odds are good that others would enjoy it as well.

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





From the Editor's Cluttered Desk

Art Fournier

Why are we so into Triumphs? Maybe it's because of our infatuation with British sports cars in the formative years of our youth. That explains us old people, but there are somewhat younger enthusiasts as well. In some cases they have an emotional attachment to a particular car, one that was owned by a father or grandfather who shared memorable experiences with them in that car.

However, if you look at the cars that are typically driven by really young people, you'll see a lot of Japanese cars that are several years old, but which are relatively inexpensive to own and operate and have a lot of miles left on them. The cars may be souped up to the extent that you can soup up a computer-laden car. After market exhaust systems and sound systems may be the most obvious modifications. They probably look at our English sports cars as amusing museum pieces. Is there a way of getting them involved with our hobby – a way of finding people who will care for our cars when we are no longer able to? If we don't, our cars will indeed become museum pieces and there just aren't enough museums around to support them all. Whenever you have the opportunity, get young people involved. Answer their questions, give them rides, give them hands on opportunities to know and enjoy our 40- and 50-year-old toys. If you do, maybe they'll want to play with them when they grow up.

Fall Foliage Tour

November 2nd
Patrick Carter

CTR will once again celebrate the colors of Autumn with a Fall Foliage Tour through the Shenandoah Valley on Saturday, November 2nd. (A good excuse to put down the leaf blower!)

We will assemble at NVCC's Manassas Campus at 6901 Sudley Road, Manassas, VA 20109-2305. That is right off I-66 at exit 47B. Please meet at 9:00 a.m. for the drivers meeting so we can make our planned departure at 9:15 a.m. We plan to take back roads from Manassas/Haymarket to Sperryville, then cross Skyline Drive to a fuel/potty/coffee stop in Luray. Then we will continue up Fort Valley Road and on to Front Royal for lunch.

Lunch details are still being finalized, but specifics will be in the evite. After lunch, participants are free to travel home as a group or individually to your respective destinations.

Please look for the evite soon. Your prompt reply is much appreciated so we can give the restaurant an accurate head count. Please email me at pcarter.dc@gmail.com if you have any questions about the event.

RTR-CTR Crab Run

November 3rd

Our neighbors to the south, the Richmond Triumph Register, have again asked us to join them on their Crab Run on Sunday, November 3rd. As was the case in 2017 and 2018, the destination is Gilligan's Pier on Pope's Creek in Newburg, Maryland. Gilligan's Pier is located by the Potomac River near the 301 bridge in southern Charles County.

CTR members who would like to participate have a number of options. They may either meet us at the restaurant at 2:00 PM; join the RTR caravan departing Hanover Courthouse, Virginia, at 12:30; or join a CTR caravan departing Upper Marlboro, Maryland, at 12:15. The CTR caravan will use the same rendezvous point that we've used for many CTR events: the Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. (From the Beltway, take Exit 11 and go southeast on Route 4 (Pennsylvania Avenue) to Route 301 in Upper Marlboro. Take Route 301 north toward Baltimore and go just over a half mile to the Marlboro Pike (Route 725), the second traffic light. The Shell station will be on your left. There are also a Dunkin' Donuts, McDonalds, and Citgo station at the intersection, so restroom, gas, coffee, and donut options abound.

Our route will cover a bit under 50 miles on Triumph-friendly back roads and will take about an hour and twenty minutes to run. We'll meet around 11:45 a.m. and get on the road no later than 12:15. Please let Art Fournier – artfournier4@gmail.com or 410-535-0690 – know if you'll be attending no later than November 1st in order to give the RTR a headcount for the restaurant. Look for an evite as we get closer. We had a great time last year, and hope you can join us this year for this joint RTR and CTR event. For more on Gilligan's Pier, see their website: <http://www.gilliganspier.com/>



CTR Breakfast

November 17th

Our bimonthly breakfasts have become an established CTR tradition. We began the series as an opportunity to get members together for a bit of socializing and car talk between driving and tech events. Unlike a number of clubs, CTR does not have regular member meetings. This is due to the volume of rush hour traffic in our core area and the fairly wide dispersion of our members. The breakfast get-togethers seem to fill the void and have been well attended.

Join us for our next bimonthly breakfast planned for 9:00 a.m. on Sunday, November 17th, at the Primo Family Restaurant in Alexandria. Primo's is located at 1636 Belle View Boulevard, Alexandria, VA 22307 in the shopping mall at the corner of Belle View Boulevard and Fort Hunt Road. Come on down, you'll enjoy it!

CTR Loaner Tools and Equipment Program Update

Doug Dallhoff

Last month CTR kicked off a new initiative to help facilitate members loaning specialized tools and equipment to other members. As noted, we're not looking at everyday tools like wrenches, screw drivers or ratchet sets that almost all of us have to help fix and maintain our LBCs. Instead, we're looking at specialized tools and equipment like spring compressors, pozi drive screwdrivers, engine hoists, specialized jigs, pneumatic brake fluid bleeders, powder coating ovens, just to name a few. We've kick started this initiative off by establishing a small database of specialized tools and equipment currently available for loan to other

members. This was based on limited input from only a few club members so the data base is very much in its infancy stage at this point. In order to get this initiative kicked up a notch I encourage the participation of as many club members as possible. Once additional input is received, this data base will be made available to all CTR members.



If you have what you consider specialized tools or equipment please consider sending me an email at DSDTR6@gmail.com with a brief description of the item(s) you're willing to include in this specialized tool/equipment loaner program along with your contact information and where you're located. If you think it would help, you can also include a picture of the item(s). Please don't be concerned about duplicating an item that other members might make available as our members are spread throughout the entire DC area and your location may be more convenient to interested club members.

General guidelines for this program will be as follows:

- All arrangements and responsibilities for loaning tools/equipment owned by members is strictly between the owner and the borrower.
- It is recommended that owners keep a sign-out sheet for loaned tools/equipment. At the owner's discretion, this could also include a time period for when item should be returned.
- Club members borrow CTR loaner tools strictly at their own risk.
- As with the use of all tools and equipment, appropriate safety equipment should be worn when using any tools or equipment loaned through this program.

So let's get this initiative jump started by providing your specialized tool/equipment input to me at DSDTR6@gmail.com. I'm also interested to hear any suggestions you might have to make this program a success. Looking forward to hearing from you.

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MG - JAGUAR - LAND ROVER

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Looking back at **THE STANDARD:**

Volume XXI, Number 10
October 2009

Looking at the October 2009 issue of the newsletter you can see a fair amount of continuity in CTR's activities. The leadoff story by Tom Burke was on a Get your Hands Dirty (GYHD) session that involved removing the transmission on a Triumph 2000 saloon then owned by Matt Schipani. Stephen Oertwig holds title to the car now. Art Fournier gave a recap of CTR's annual Cruisin' for Crustaceans tour which visited Mike's Crab House in Riva, Maryland. Triumphs were less reliable then, so Jay Donn helped two get back on the road. Lionel Mitchell reviewed the MG/TR Test Drive event held then, as now, at the Bull Run Regional Park.

In other news, CTR president Paul Scuderi detailed the club's plan to go ahead with incorporation. It would take a while, but CTR eventually incorporated in the Commonwealth of Virginia. Planned activities included a run along the C&O Canal, and participation in the Hunt Country Classic followed by a post-show get-together at Lionel and Nancy Mitchell's home.

Camp Camellia Open House

Doug Dallhoff

Sherman Taffel and his wife Camellia Blackwell have graciously offered to host an open house for CTR club members at their Camp Camellia Tree Farm (art, nature, wildlife and technology center) in Goldvein, VA, on November 9, 2019. The day will feature an International Center for Artistic Development (ICAD) sponsored US Veterans Art Show as well as tours of Sherman's Quonset Hut of Classic Cars. In addition, you can enjoy a relaxed day at the "2018 Virginia Tree Farm of the Year" and avail yourself of all that it has to offer while enjoying good food, drink, and conversation with your fellow CTR club members. This promises to be a very unique and interesting club event. Further details are available in the flyer below.

CAMP CAMELLIA TREE FARM

Art, Nature Wildlife & Technology Center
& TMV Taffel Vintage Motor/Engineering



13766 Sillamon Road, Goldvein, Virginia 22720
Phone: 410-302-3930 Sherman 410-302-5926 Camellia
Website: www.icadev.org Email: staffel@comcast.net

WELCOMES

The Capital Triumph Register Car Club

To our OPEN HOUSE

Saturday, November 9th, 2019

11AM through evening

Featuring ICAD sponsored US Veterans Art Show

*Enjoy a relaxed day at the Tree Farm, Lodge & TVM Quonset Hut
Art Studio & Forest Trails Tour, Quonset Hut Classic Cars Tour,
Vintage Motorcar & Truck Experiences

"Walk the Trails in the '2018 Virginia Tree Farm of the Year' Loblolly Pine Forest!
Cross the Streams on the Dominion Energy Bridges & TMV Engineering Vehicle Bridge!
Experience the Art Studio! Ride in the Camp Camellia Official Vehicle!
Eat delicious wholesome food! Enjoy Healthy Drinks & Meet New People!"

11AM-1PM

Quonset Hut Brunch Menu - TVM Bar Area

Croissants, Rotisserie Grilled Hot Dogs, Popcorn, Coffee, Tea

PM COOK OUT MENU:

Hot dogs, hamburgers, chicken, vegetables, desserts & beverages

CAMP CAMELLIA TREE FARM is a 501C3, non-profit, educational organization.
DONATIONS APPRECIATED (Donations are tax deductible).

Google directions from your Location to 13766 Sillamon Road, Goldvein VA 22720



Please join us for the 23rd Annual



Britain on the Green

April 26, 2020

Gunston Hall
Lorton, Virginia



1000 Miglia Warm Up October 23-26

For the first time 1000 Miglia s.r.l. is organizing a regularity race that will occur abroad. The 1000 Miglia Warm Up USA will take place in Middleburg, VA, and Washington, DC, October 23-26. After one day of training concerning the techniques that distinguish regularity races, the first edition of Coppa USA—the USA Cup—will get under way. The competition consists of over 500 miles in full 1000 Miglia style, and will end at Villa Firenze, the residence of the Italian ambassador in Washington, DC.

Drivers will be in both veteran and novice categories. Cars will be in two classes: 1927-1957 1000 Miglia and 1958-present post-1000 Miglia. Sites include the Salamander Resort in Middleburg, Creighton Farms in Aldie, Summit Point, the Congressional Country Club, Villa Firenze, and the Fairmont Hotel in Washington.

For more information, visit their website: <https://www.groupinc.net/mm2019>

The Vintage Triumph Register

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

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



Shenandoah Valley British Car Show

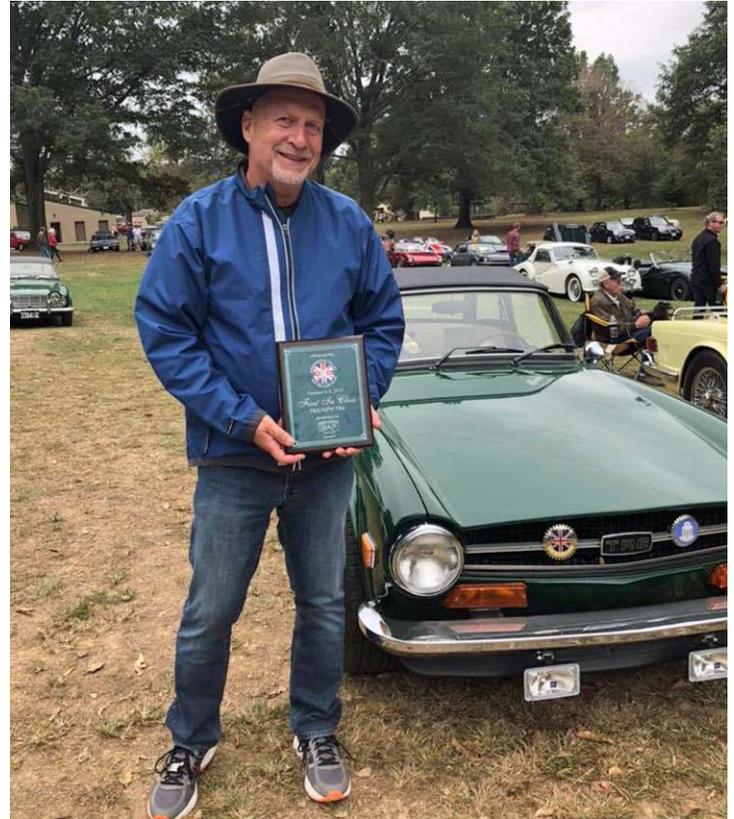
October 5th
Doug Dallhoff

The Shenandoah Valley British Car Show was held on October 5 in beautiful Ridgeview Park in Waynesboro, Virginia. Under the mature trees sprinkled throughout the park, over 125 British cars were on display for the surprisingly large number of spectators that came out to see them. Among the many MGs, Jaguars, Minis, Austin Healeys and other British marques were some very nice examples of TR3s, TR4/4As, TR6s, and Spitfires. Much to the surprise of the event staff, there were no TR7s or TR8s displayed at the show. My personal favorite car at the show was a beautiful red 1960 Jaguar XK-150 DHC. The restoration was impeccable, and I can only imagine what it must have cost. What was also most impressive was the friendliness of the participants and spectators, their interest in British cars and their desire to hang around and talk cars and ask questions.

Prior to leaving for Waynesboro on Friday, the weather forecast was for a beautiful, mild sunny day for the drive to Waynesboro and a mostly sunny day in upper 60s for the car show. Friday proved to be a perfect day for the approximate three-hour top down drive to Waynesboro. We took Route 29 to Charlottesville and then Route 250 through Shenandoah National Park and over to Waynesboro. Saturday, however, started cloudy and stayed cloudy throughout the day and never got above 55 degrees. It made for a colder than expected car show, but the many fine examples of British cars and the friendliness of the people far made up for it. It was definitely top up weather though for the drive back to Northern Virginia later that day.

CTR members at the show were Al Ames with his Spitfire, Doug and Marie Dallhoff with their TR6, and Brian LeBlanc. Doug and Marie were awarded best in class for their '73 TR6.

If you're interested in a beautiful Fall drive, a nicely organized British car show, good car talk and very friendly people, the Shenandoah Valley British Car Show is definitely worth considering in 2020.



Top: Doug Dallhoff with his 1973 TR6 and its first in class award
Bottom: 1960 Jaguar XK-150 Drop Head Coupe

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Brews 'n' Cruisin' Picnic September 21st

On September 21st several CTR members met on the Maryland side of White's Ferry to explore the backroads of northern Montgomery County before enjoying a picnic lunch (and perhaps an adult beverage) on the grounds of the Waredaca Brewing Company. Some of the Virginia participants started the day by riding the Jubal Early to cross the Potomac, making members from Maryland and Washington a bit jealous. Most of the roads selected by organizer Tom Burke were well suited to our British cars. The only obstacle was crossing the I-270 corridor; however, once across, it was easy to forget you were in one of Maryland's more populous counties—there really is a remarkable amount of farmland within a short drive of the nation's capital. The Waredaca Brewing Company is located on a farm in Laytonsville with rolling pastures where children were riding ponies. It made the perfect backdrop for a picnic lunch to round out the day's activities.

Taking part were Tom and Norma Gates in a TR3A; Sherman and Karen Telis in a TR250; Lionel and Nancy Mitchell, Rich Smalling, and new members Jeremy and Amy Garafalo in

TR6s; and Tom Burke, Paul and Sharon Edelstein, and Art Fourrier in TR8s; plus Bruce and Loretta Metcalf as well as Alan Stillely and Linda Hollingsworth in more predictably reliable transportation.





*Previous page left: The Metcalfs and the Mitchells ride the Jubal Early Top and center right: Socializing before the drive
Bottom right: Nancy Mitchell and Loretta Metcalf chat at the rest stop
This page top and center left: Triumphs fill the parking lot at the rest stop at the Lewis Orchards farm stand
Bottom left: Tom Gates, Rich Smalling, and Paul Edelstein
Center right: Waiting for everyone to finish shopping at Lewis Orchards in Dickerson, Maryland
Bottom right: Linda Hollingsworth and Karen Telis and the others enjoying a picnic lunch at the Waredaca farm brewery*

Trending with CTR

News of Members in Brief



Mary Burke found a TR6 (it's behind the garish red car) in the Sinsheim Technik Museum in Germany



Stephen Oertwig's Herald estate and his mascot, Vanguard the rat, are all loaded up for the trip to the Vintage Triumph Register convention in Dripping Springs, Texas. And yes, the Herald does have proper wheel covers.



Work on Stuart Diekmeyer's TR4 restoration progresses. It's beginning to take shape nicely



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Meanwhile, work on Malcolm and Marla's TR3A restoration is just about complete



Trappe Triumph Invasion 2019

The British are Coming...Again September 28-29th

The British are coming...again! That was the theme of the Trappe Triumph Invasion held the weekend of September 28-29 on Maryland's Eastern Shore. Saturday began with Cars & Coffee held at the Classic Motor Museum in St. Michaels, followed by self-guided drives before an excellent dinner at Sandy and JoAnne Thomson's home in Trappe. Sunday's main event was the St. Michaels Concours d'Elegance with tickets courtesy of the Coventry Motor Works and the Thomson family.

On hand from CTR were Arleigh Cottrell and Stevi Hunt-Cottrell, Maureen and Jay Donn, Paul and Sharon Edelstein, Art Fournier, Sandy, JoAnne, Rob, Jonathan and Scott Thomson, Rich Townsend, and Bob and Maria Young. Rich Townsend got the long-distance award, driving up from North Carolina to take part. Actually he was looking for parts for an MGB GT, but we won't go into that. Sincere thanks go to Sandy and JoAnne for their hospitality!



Top left: Art Fournier's TR8 with a Cobra at the Cars & Coffee
 Bottom left: On the lawn at the Thomsons in Trappe
 Top right: Jay Donn and Sharon and Paul Edelstein explore an antique store in St. Michaels
 Center right: The best of show winner at the St. Michaels Concours d'Elegance, a 1933 Isotta Fraschini Tipo 8A
 Bottom right: This 1968 Triumph GT6 owned by Megan Lapinsy was the winner of the Virgil Maxwell trophy for the best owner-preserved car at the Concours



Triumph was the featured marque at this year's Vintage Grand Prix held on September 5-8 at Watkins Glen in upstate New York. At least two CTR members were on hand: Jeremy Garofalo with his TR6 and Ira Schoen with his Pterodactyl Racing team's Ford Capri 2000. There was an all Triumph race and other Triumphs participated in the Group 8 race, which included the old SCCA designation of C Production, made up of such cars as Datsun 240s, Lotus Elans, TR6s, and TR250s. There were also two historic Huffaker Triumphs: a TR8 and TR7. Ira qualified 1st in his group of nine cars, which included Alfa-Romeo GTVs, BMW 2002s, and Datsun 510s, and later came in 1st on both Saturday and Sunday.



Left and above: A sampling of the Triumphs that took part in the 2019 Watkins Glen Vintage Grand Prix

For more on the Grand Prix and on the Watkins Glen Festival, see: <https://svra.com/events/2019-us-vintage-grand-prix/> and <http://grandprixfestival.com/>



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URL: www.britishstandardmotors.com



UPCOMING EVENTS

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

- Oct 13 - Hunt Country Classic *CTR*
- Oct 18-20 - DC Area British Reliability Run
- Oct 23-28 - 1000 Miglia Warm Up USA, Middleburg, VA
- Nov 2 - Fall Foliage Tour *CTR*
- Nov 3 - Richmond Triumph Register Crab Run *CTR*
- Nov 8 - Deadline for the November issue of *The Standard*
- Nov 9 - Camp Camellia Open House, Goldvein, VA *CTR*
- Nov 12 - CTR Executive Steering Board Meeting, Arlington, VA
- Nov 17 - CTR Breakfast *CTR*
- Dec 7 - Middleburg, VA, Christmas Parade *CTR*
- Dec TBD - CTR Holiday Party *CTR*
- Dec 13 - Deadline for the December issue of *The Standard*
- Jan 10 - Deadline for the January issue of *The Standard*
- Jan 12 (Tentative) - CTR Awards Brunch *CTR*
- Jan 14 - CTR Executive Steering Board Meeting, Arlington, VA
- Jan 19 - CTR Breakfast *CTR*
- Jan 24-Feb 2 - Washington Auto Show, DC Convention Center
- Jan 31 - CTR Night at the Washington Auto Show *CTR*
- Feb 1 (Tentative) - BOG Kickoff Meeting
- Feb 7 - Deadline for the February issue of *The Standard*
- Feb 10 - International Drive Your Triumph Day
- Feb 23 (Tentative) - CTR Winter Luncheon *CTR*
- Mar 13 - Deadline for the March issue of *The Standard*
- Mar 15 (Tentative) - CTR Breakfast *CTR*
- Mar/Apr TBD - London Auto Tech Session *CTR*
- Apr 5 - George Washington Parkway Run *CTR*
- Apr 22 - BOG Stuffing Party
- Apr 25 - BOG Set Up
- Apr 26 - Britain on the Green 2020 *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>
for details, updates, changes, and additions.



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.



CL003 for CTR



CL027 for BOG

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not shown on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.



TR6 Soft Top Installation - An Exercise in Patience

Part 1

Lionel Mitchell

I've enjoyed driving my maple TR6 with the factory hardtop. I had the top painted at the same time the body was painted. So, I just left the top on. But my plan was always to install a new factory-style soft top. I bought the best quality Robbins top about 10 years ago at a good discount from TRF. It's a small grain vinyl top with reflective stripe and zip-out window. The time had now come to install the soft top. As you might have read in the newsletter recently, I removed the hardtop from my car. I've installed this same basic soft top twice before – an Amco brand top on this same car in 1982 and a similar Robbins top on my erstwhile Pimento TR6 seven or eight years ago. I have no real memory of installing the Amco top, but I still have those instructions. I do remember the second one. The biggest impression I have of that experience was how many times I had to remove and reinstall the top, frame and all, on the car. The other memory was that it took two people to stretch the vinyl at the front header rail before gluing and clamping it.

Knowing that I would need an extra pair of hands for stretching the top, I remembered that Doug Dallhoff had said to me awhile back – “Let me know when you get ready to install your top. I'd be glad to help.” How could I turn that offer down, especially considering that Doug's experience in installing his TR6 top was more recent than mine? When you're doing a project like this that involves careful thought before you do something that can't be undone, it's good to have another brain to bounce ideas off. Before you cut the vinyl, before you punch that hole for a snap Before you do something that you can't un-do, ask

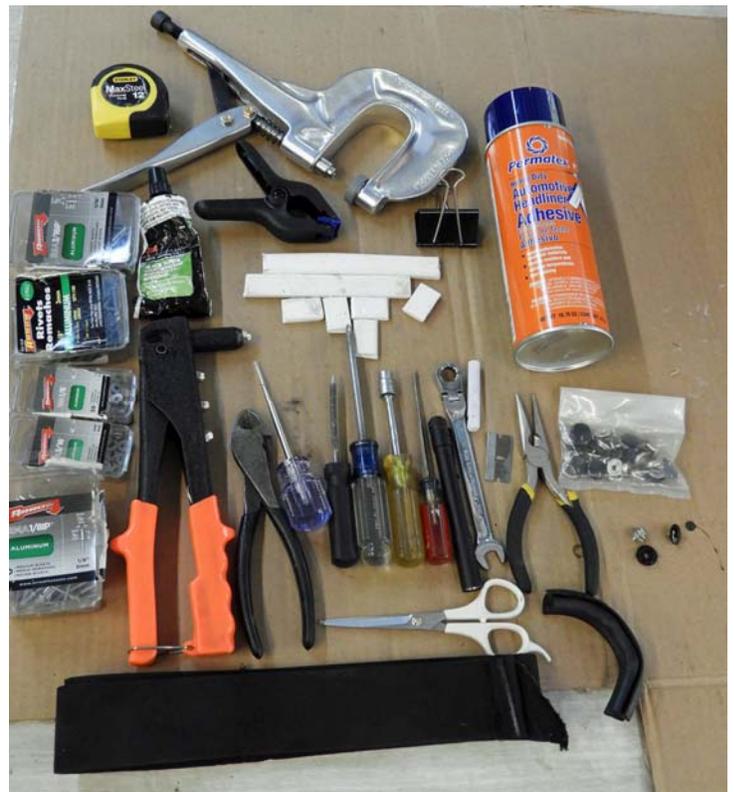


Doug Dallhoff surveys the project

your Triumph buddy: do you agree with taking this action? Several years ago, I restored the seat foam and covers on the seats for this same car in sessions with RJ Fortwengler while he restored seats for his MGB/GT. It worked great then. The sessions with Doug on installing the top worked just as well. We worked together well as a team. For me, working with club members on our cars is the best part of the club.

Installing a new top is not for the faint-hearted or those who don't have lots of patience. To begin with, one needs to research how-to instructions since this top did not come with any – it recommended professional installation. Not to be deterred, I found a few sites with good instructions. They were generally in agreement, although they did not all follow the exact same order in the steps. In addition to finding good instructions, it's very important to understand the fundamentals of how the top should fit and how to achieve that fit. The top vinyl fabric stretches back-to-front; side-to-side across the top to the side channels; back-to-front at the side flaps; and side-to-side across the base of the back. In addition to stretching the vinyl fabric to get rid of wrinkles, you need to get the snaps in the right positions. On the side flaps, this affects how the side windows make a seal on those flaps. It's also very important to understand that the vinyl stretches more when it's warmed by the sun or a hair dryer – please don't ruin your top by using a heat gun!

In addition to having good instructions to follow, you also need to have certain tools. Most of these are common tools: screw drivers, pliers, razor, scissors, etc. You'll need a sharp awl for punching holes for snaps. The right size hole punch will work well too – just make sure the holes are not too large! But the most important tool is for installing snaps. Remember my comment from above about putting on and taking off the top on my previ-



ous top installation? That was because of the primitive tool that I used to install snaps. The club now has a new tool, available to members through the loaner program, for installing snaps and grommets. The best part of this tool is that you can install snaps with the top on the car. It looks like a vise-grip tool with a big C-clamp attached to it. It works great!

You also need to understand the workings of the frame with respect to the top cover and how the side windows fit. I highly recommend that you restore your frame as the first step. Anyone can do this. Even if you're planning to have the top professionally installed, you should restore the frame. So, I'll start the description with the frame restoration.

The soft top frame is made of steel put together with pins to allow it to fold and has webbing straps that provide a structure of sorts to hold the steel frame together and position the top covering. These are riveted onto the bows of the frame. **TIP:** drill out the rivets that fasten the straps to the frame being careful not to enlarge the holes. In addition, it has weather stripping channels made of aluminum with rubber seals that fit along the side rails of the frame. These channels are fitted to the frame side rails with small screws and nuts in slotted holes. **TIP:** This arrangement allows adjustment on the fit of the tops of the windows to the side rails. It also has a separate rear anchor steel plate that bolts into the body tub. At the windscreen, the integrated header rail that fits on the windscreen frame has three small weather seal channel pieces into which a single rubber seal is fitted. Note that this weather seal cannot be installed until the top has been installed (and it's a bitch to install). The top also uses soft-side Velcro-like strips along the top of the bows as padding and hard-side Velcro-like strips along the side rails that mate to the soft-side strips on the underside of the top. In restoring the frame, take all the attachments off and replace perished items. **TIP:** common Velcro available at local fabric stores or sections can be used as replacements and are much cheaper than specific items from Triumph parts suppliers. While you're at it, paint the frame with a suitable black spray paint. Then reassemble the attachments. I recommend using new webbing straps but save the old ones for reference. Installing those needs additional description, which follows.

After putting the frame back together, reinstall it to the car, sans webbing straps. Roger Williams says in his *How To Restore Your TR250/TR6* book to use the old webbing straps as patterns. That's a good approach. Other sources provide measurements on where to fasten the straps to the bows. New webbing traps are sold in lengths longer than what is needed. You'll have to sew sleeves on one end of the straps unless they already have them sewn. These hold the pins that secure the straps to the rear anchor plate. Thread the straps through the anchor plate; fasten the plate to the body tub finger tight; and stretch the straps across the bows to the front header rail such that the straps are positioned where they will be riveted to the bows and insure they are taut. **TIP:** Wrap the strap over the top of the anchor plate and punch holes through the straps and into the holes of the small rivet plates and back through the straps and into the holes in the header rail. The reason for wrapping the strap over the top of the plate is to allow easier access to the latching handles used to secure the top to the header rail. You can use rivets or short sheet metal screws to fasten the straps to the header rail. As shown, I

Sleeve at the end of the web strap



used screws. One advantage is if I have to adjust the straps, I don't have to drill out rivets. If you use rivets, you'll probably want to use rivet washers, and you might need to use longer shank rivets. All rivets used by the factory were 1/8" short shank rivets. In case your rivet holes have been enlarged when drilling out the old rivets, you might have to go to 3/16" size, but see the caveat below. Next is riveting the straps to the three bows of the frame.



There are three bows in a TR6 frame (same for a TR250 and maybe TR4A, but you should check). The middle bow is in a fixed position, but the front and back bows pivot. Position the front bow such that the distance between the outside rivet positions of the front header rail and the front bow are 12 1/4" apart. The distance between the outside rivet positions of the front bow and the middle bow should now be 12 1/4" apart as well. If you're using your old straps as a pattern, you should see a very close measurement. You can now punch holes with your awl and rivet the straps to the bows with the rivet plates – do the front

(Continued on Page 16)

Soft Top Installation *Continued from Page 15*

bow, then the middle bow. Next, position the back bow 10” from the middle bow, as measured from the outside rivet positions of the two adjacent bows. Punch holes in the straps and rivet them to the back bow using the rivet plates.



TIPS: If the holes in your frame have been enlarged, you might have to use the larger rivets. Keep in mind that larger rivet heads could show as bumps on the top material and might require thin padding to mitigate. Make sure that all rivets are flat; file any nibs since these will be in contact with the top and could rub a hole over time.

At this point, the frame is finished, and the top is ready to be installed. Place the top over the frame loosely and position the top seams over the bows. The seams should line up with the bows when installed.



In the next installment, we’ll look at the trials and tribulations of fitting the top to the frame. In the meantime, you can review these sources for instructions.

“How To Restore Your TR250/TR6,” book by Roger Williams
Two-part video on YouTube on installing a Robbins top on a TR6:

<https://www.bing.com/videos/search?q=rusty+beauties+tr6+top+installation&&view=detail&mid=D08D651DCA4D633DB1F2D08D651DCA4D633DB1F2&&FORM=VDRVRV>

Buckeye Triumphs web site article on restoring TR6 top frame and installing the soft top:

<https://static1.squarespace.com/static/5c6dec53b10f25d4edf0b3f7/t/5d01944c36ef080001778bc2/1560384590054/TR6+Soft+Top+Installation.pdf>

VTR web site article on installing TR6 soft top:
<https://vintagetriumphregister.org/tr6-top/>

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Personal Triumphs: La Belle du Jour

Tom Burke

Those of you who follow CTR on Facebook will recall that we recently brought home a 1974 French Blue TR6. Elle s'appelle La Belle Bleu. Well, y'know, sometimes, you meet a nice French girl, but then, as you get to know her a little better...

Anyhow, so this car, she is a bit more, how you say, "experienced" than I thought. Her shapely trailing arms have seen a lot of action. Her delicate underpinnings are a bit tattered and her pretty little grill needs some dental work. But, I will tell you, she does what she does very well, and so, if she costs a little more money (ok, a lot more money)...well, c'est la vie!

So, I am learning about French girls, I mean, TR6s. Luckily, I know someone who has "been around the block," if you know what I mean? Lionel Mitchell's wife, Madame Nancy, is understanding and she knows that, although he may run around with TR6s, he will always come home to her. (Well, pretty much always...?)

So, I'm on the phone with Lionel every week, (when Mary's not in the room) asking for advice about The Blue Belle. He says, "They like jewelry." "But, where can I find something she'll like," I say? Lionel says, "I might be able to help you with that..."

He hooks me up with a shiny new side view mirror here, a lovely cloisonné TR6 badge on an attractive antique grill there, a flattering stainless steel muffler for her derrière, and I also set up secret accounts with those well-known jewelers, Moss Motors and Rimmer Brothers.

And yes, I'll admit that I did have to send her to Rehab for a new set of trailing arm mounts and a vintage speedometer because I care too much. Perhaps a Nardi steering wheel for her birthday?

A new set of Vredestein Sprints are on the way from the Radial Tire Company. Parlez-moi d'amour...



Above: Lionel Mitchell expounding on TR6 virtues
Below: Reality sets in





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21st Annual Goodwood Revival

Jaime Steve

If you like vintage cars (mostly British) ... You must go to Goodwood.
If you like WWII airplanes ... You must go to Goodwood.
If you like vintage fashion ... You must go to Goodwood.
If you like British accents, British beer and gin & tonics ... well, you get the idea.

There is nothing like the three-day vintage car racing event and party which takes place each mid-September on and around the Goodwood Race Course located in the green, rolling West Sussex hills near Chichester, England (about 1½ hours south and west of London). A key feature of the event is that more than 90% of attendees are dressed in period (1940s, '50s or '60s) outfits from race car mechanic overalls to '50s poodle skirts, British and American WWII uniforms, '50s Rockers, '60s Mods and lots of tweed.

This past September 13-15, my wife Whitney and I were lucky enough to attend the "Revival" for the eighth time since 2010. We were joined by our good friend retired Navy Captain Hal Hardaway, a neighbor from Old Town Alexandria, Virginia.

Whitney had a different vintage dress for each day. I wore WWII flier and tanker outfits. Hal wore his actual U.S. Navy uniform which still fits him.

The "Revival" has been described as "A magical step back in time" because all the cars, airplanes and fashions are strictly pre-1966 (the year when actual formula one racing ceased at the Goodwood racecourse). The site had been a Royal Air Force (RAF) airbase in WWII. After the war – from 1948 to 1966 – the perimeter road became the race track. Goodwood hosted great drivers from Sir Stirling Moss to Dan Gurney, Roy Salvadori and many, many more.

So much goes on at Goodwood that you should go all three days and even then it's hard to fit it all in. The vintage car park alone on the edge of the event features about 5,000 cars. You could spend all day there without seeing anything else. Then there's the vintage carnival midway, vintage fashion show, a vendor's "high" street, recreation of a 1950s London Earl's Court Motor Show, an actual concours for classic airplanes, race car paddocks and finally ... three full days of flat-out, wheel-to-wheel auto racing, plus a couple of motorcycle races. This year featured a special race of 29 pre-war Bentley's to celebrate the 100th anniversary of Bentley Motors. There was also an amazing evening race of C-type, D-type and E-type Jaguars, Austin Healeys, Shelby Cobras, Ferraris, Frazer-Nash and more, all of which seem to glisten as the headlights come on and the late summer sun goes down.

We've not yet purchased tickets for next year ... but there's a damn good chance we're going back for the 2020 Revival.

Attached are a handful of photos to provide a small flavor of the event. So much more can be found on the Goodwood Revival website at www.goodwood.com.



*Top: Jaime and Whitney Steve with Hal Hardaway
Bottom: One of 29 Bentleys lining up for the Brooklands Trophy race for pre-war Bentleys*



Top: This C-47 Dakota still has bullet holes in its fuselage from D Day, June 6, 1944, when it dropped paratroopers into France
 Center: Vintage Jaguars
 Bottom: The winner of the Brooklands Trophy race
 Right: An E-Type races as the sun goes down



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Test Drive 2019

September 22nd

For the past several years, the MG Car Club, Washington, D.C. Centre (aka the MG club) has asked the Capital Triumph register to join them in their annual Test Drive event held on the grounds of the Bull Run Regional Park in Centreville, Virginia. The Test Drive gives members of both clubs the opportunity not only to compare and contrast Triumphs and MGs, but to drive other cars similar to their own. This provides an opportunity to evaluate the strong and weak points of their own cars.

This year, CTR members provided quite a diverse range of cars: a TR3A, two very similar TR6s, and a TR8. All the MGs on hand were MGBs (three convertibles and a GT). While basically similar, the age differences and degree of modification of the MGs made them interesting. Oh, the MG club also provided a 2003 Maserati convertible to make the mix of driving experiences more interesting.

CTR members who participated this year were Dick Burk, Art Fournier, Jeremy Garofalo, John Puckett and his son Ethan, and Barry Stoll. Thanks from CTR to Charlie Scott of the MG Club (but who also owns a GT6) for setting up the event each year.

If you haven't participated in the Test Drive, you should. Whether you're shopping for a Triumph, own a Triumph and want to know how it compares, or wonder if you made the right choice in buying a Triumph rather than an MG, the Test Drive will help answer your questions.



Jeremy Garofalo and Barry Stoll were anxious to compare their Java green TR6s. They were also curious about other people's impressions of the two largely stock 1976 Triumphs



*Top: The Maserati
Center: Jeremy Garofalo checks out an MGB
Bottom: Jeremy Garofalo, JP Puckett, and Barry Stoll*



*Top: Art Fournier behind the wheel of the TR3A
Bottom: A modified MGB made for interesting comparisons*

*Top: Dick Burk in an MGB
Center: JP and Ethan Puckett try the TR3A to get a feel for what theirs will be like when the restoration is complete
Bottom: The 39-year-old TR8 was the newest LBC at the Test Drive*

Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$20 per pair - contact Patrick Carter (202-285-7031 or PCarter.dc@gmail.com) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravell@yahoo.com

1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

1980 & 1979 Triumph Spitfire 1500s for Sale. 1980 engine was completely rebuilt and dynamically tuned after 94,454 miles w/ only 1000 miles driven since. Car is in very good condition with all mechanical systems rebuilt with OEM parts. Most recent work included a new radiator and fan and a completely new interior. 1979 engine in excellent condition & runs strong! Mechanically the car is in very good condition, with completely new clutch system, new rear brakes, and much more. Cars comes with numerous parts from a 1979 parts car and includes the complete power train, doors, boot and bonnet, frame, and much more. Cars licensed in MD and on the road. Would like to sell cars together. Asking \$8,950 for '80 and \$7,500 for '79. Contact: 301-834-7830



For Sale 1976 TR6 in incredible, original condition. This TR was stored in a climate-controlled warehouse for 39 years after the current owner, sadly, went blind! Only 22,000 documented miles are on the car! It was originally purchased in England by an Englishman and driven 1 1/2 years before moving to the US. The original tags from England are still on the car. The car was sold a couple years later to the current owner. It has electric overdrive, factory hardtop, and original convertible top and tonneau, boot cover and original Michelin redlines mounted on wheels. New Coker redlines on additional wheels are on the car.

Coventry Motor Works was asked to collect the car and ensure that all systems were refreshed and in good working order. The fuel system, cooling system, brake system, electrical system, suspension, and steering, have been thoroughly gone through. All new hoses, belts, have been replaced. The paint is all original (Java), with a blemish on the driver's front fender. Under the hood is in untouched, very original factory condition. This Triumph is in outstanding condition inside and out and is in near museum quality. It comes with documentation and the desired "Passport To Service" owner's booklet.

Coventry has been asked to market the Triumph at a very reasonable price of \$19,995. Serious buyers have the opportunity to discuss purchase with the owner who is 83 years old, and lives in Florida. Please call Sandy Thomson at 410-253-8519 with your interest.



TR6 Rear Suspension and Rear Axle parts for sale. From low mileage TR6 replacement of TA bushings/brackets and installation of CV joint rear axles. Complete rear axle assemblies with U-joints showing no "slop," no spline wear, and free spinning/silent hub housings. Asking \$140 each or \$250 for both. Polyurethane TA bushings with sleeves, bolts and new Ny-Lok nuts (One side had been installed for less than 500 miles). Asking \$25. New or like new TA brackets including 2 each: "1-notch," "2-notch," and "3-notch" ("2-notch" new and others used but bead blasted). Asking \$10 each. See <https://static1.squarespace.com/static/5c6dec53b10f25d4edf0b3f7/t/5c6efe8cfa0d6054b95e50e3/1550777997286/Adjusting+Rear+Suspension.pdf> for camber setting technique. Contact Barry at 703-256-3013 or barrystoll@netscape.net.



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For sale: 1999 Porsche 911 Carrera Cabriolet (also known as 956 series). Water-cooled 3.4 Litre 6 cylinder engine (296 hp) with 6-speed manual gearbox. Ocean Blue metallic exterior with Savanna Beige leather interior and blue convertible top. Car is in outstanding condition with only 61,110 miles. Amenities include sport tires, Porsche windstop deflector, lumbar seat support, memory seats, and XMCommander universal satellite radio receiver. Recent safety inspection. Hagerty value is \$24k for a 1999 #2 condition Carrera, and recent ads of similar cars are listed at \$25k and above. Priced to sell at \$22,000. Serious inquiries only, text to 703-967-6822.



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Signs of the Times



Triumph Trivia

Christopher Yurasko

What happened to the first Triumph factory in Coventry?



Answer: The Holbrook Lane factory was firebombed by the Nazi's on November 14, 1940 during an air raid on Coventry, England. The bombing, known as the Coventry Blitz, was so devastating that Joseph Goebbels began using the term coventriert ("coventried") to describe similar successful attacks. (In the photo, Winston Churchill tours the ruins of Coventry Cathedral after the raid.)



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THE STANDARD

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Volume XXXI, Number 11, November 2019



*Triumphs head for the Shenandoah Valley during the annual Capital Triumph Register Fall Foliage Tour held November 2nd.
The air was crisp and leaf color was a bit past peak, but the roads were great!*

For more on the Fall Foliage Tour, turn to page 8.

PAGES 1 and 8 - Fall Foliage Tour; PAGE 2 - From the President; PAGE 3 - CTR Happenings; PAGE 4 - From the Editor; PAGES 4, and 6 - Upcoming Events; PAGE 7 - 1000 Miglia; Marshall C&C; PAGE 10 - Rockville Show; PAGE 12 - Garage Spot: Garage Fires; Trending with CTR; PAGE 13 - CTR Event Calendar; CTR Regalia; PAGE 14 - Garage Spot: TR6 Soft Top Installation Part 2; PAGE 17 - CTR Loaner Tool Program; PAGE 18 - RTR-CTR Crab Run; PAGE 20 - Hunt Country Classic; PAGE 22 - Classifieds; PAGE 23 - Club Info; PAGE 24 - Odds and Ends



From the President

By Stephen Oertwig

Big screen captures thrill of racing, Triumph lore

Racing fans are inhaling the hype about the movie “Ford v Ferrari” scheduled for release November 15. There also is a bit of Triumph history buried in the untold plot line of a movie that is getting good reviews.

“Ford v Ferrari” is about American car designer Carroll Shelby and driver Ken Miles. They battled corporate interference and the laws of physics to build a revolutionary race car for Ford. The quest was to challenge Ferrari at the 24 Hours of Le Mans in 1966.

Shelby is legendary as the father of the Cobra. Kenneth Henry Miles (November 1, 1918 - August 17, 1966) was legendary as an English sports car racing engineer who moved to California in 1952. As a driver, Miles is best known for his motorsport career in the United States, and with American teams on the international scene.

Triumphs on the track

Miles campaigned on SCCA circuits in the early 1950s with his own MG-based special along with other sports cars. In 1955, he campaigned a Triumph TR3 on the tracks.

“Ford v Ferrari” captures the gusto and spirit Shelby and Miles had in the quest for not only speed, but for reliability on the track. In the end, Shelby and Miles succeeded with Ford GT-40s finishing one, two, three at Le Mans.

Corporate greed robbed Miles of a triple crown win that he deserved after winning Daytona and Sebring in 1966. Ford held Miles back to photograph the three GT-40s crossing the finish, causing Miles to finish second.

Miles died on August 17, 1966, when the car he was testing at Riverside International Raceway in California suddenly looped, flipped and crashed. He was 47.

Triumph at Le Mans

Triumph has a long history of racing at Le Mans. Starting with the TR2 in 1955, a variety of Triumph cars achieved success on the track. A TR4 ran Le Mans in 1966. There also are the TRS “Sabrina” cars and the fast-back Spitfires that led to the building the GT6.

In the United States, Kas Kastner was performing magic on Triumph engines and making Triumphs go even faster. Most of the legends of Triumph have crossed the final finish line, but Kastner still is a staple at races featuring Triumphs.

Also an advocate of Triumph cars is Ted Schumacher. Schumacher owns TS Imported Automotive, and is devoted to improving Triumph performance and reliability.

There is a lot to be learned from the “Grey Beards” of Triumph. Schumacher normally is a feature at Vintage Triumph Register conventions. This year’s convention had limited space for vendors and technical sessions, and Schumacher did not attend. His presentations were missed. He should be at the convention in Galena, Illinois, in 2020.

See and be seen

November had me on the road again for a 2,000-mile journey to see America. A common scene was that of John Deere and Jane Doe on the side of the road after dashing in front of a car or truck.

Most Capital Triumph Register driving events are during the day, so seeing hazards is easier. Triumph drivers who still have sealed beam headlamps don’t have the candlepower to see nighttime hazards until it is too late.

Halogen lamps provide more light on the roadways, but LEDs now are being touted as the latest cure for seeing wildlife before they hit us. Many CTR members have installed LED headlamps. A technical session to compare various lamps would be useful during these dark winter months.

It is important for other drivers to see dimly lit Triumphs from behind. I was talking to a person who had been rear-ended five times. LED stop and brake lamps are available at reasonable prices. Some are better than others; all still help us be seen.

Triumph owners also have installed center-mounted third brake lights to enhance visibility from behind.

One good feature about CTR driving events is the chance to follow another Triumph and judge how well the lamps have been grounded or are burned out.

Ho, Ho, Ho, let it snow

It is the festive season for CTR members with the upcoming holiday party, awards luncheon and winter banquet. Skiers like the snow, but I’m not ready to buy snow tires. I am looking forward to getting the GT6 running because it is the perfect cold weather Triumph.

The GT6 is red and will double as Santa's sleigh while the Herald slumbers with dreams of driving in the spring. Ken Miles said it best with, "Look out there. Out there is the perfect lap. You see it?" Yes, beyond the long bonnet of the GT6, I see the miles ahead as we drive on and drive often.

CTR members who have recently renewed their memberships:

- | | |
|----------------|--------------------|
| ◆ Bill Chism | ◆ Tim Shalvey |
| ◆ Rich Wilkins | ◆ Allan Holland |
| ◆ Bruce Hislop | ◆ Glenn Minucci |
| ◆ Maureen Donn | ◆ Arleigh Cottrell |

Thank you!



CTR Happenings

Nominations for CTR President

Stephen Oertwig's third two-year term as CTR president ends in January. Having tied Karl Johnson's record for longest serving president, Stephen has decided not to run again. If you're interested in becoming our next president (or serving on CTR's Executive Steering Board in any capacity), please contact one of the board members for more information. Whoever steps up and wins the election to be held at our January Awards Brunch will be backed up by a strong and experienced board. Volunteer today!

Summit Point Turkey Bowl

Summit Point Motorsports Park in West Virginia will hold the Vintage Racers Group 23rd annual Turkey Bowl vintage races November 22nd through 24th. The event is free to spectators. For more information see: <https://summitpoint-raceway.com/>

Charles Runyan Honored

Charles Runyan, the late proprietor of The Roadster Factory, is among the 2019 inductees at the British Sportscar Hall of Fame in Petersburg, Virginia. Among the other honorees are Sir Alec Issigonis, Paul Newman, and Stanley "Wacky" Arnolt.

British Cars at Le Mans

David Hutchison of Delaware Valley Triumphs & Ragtops and Roadsters is organizing the 2020 Best of Britain display for the Simeone Museum in Philadelphia. The planned theme includes British cars that have raced at Le Mans. If you have any suggestions, please pass them on either to Dave or to one of the Capital Triumph Register board members.

2020 National Meets

Details on three 2020 national Triumph meets have been announced. The Triumph Register of America (TRA), the club for four-cylinder TR2s through TR4As, will hold its TRA2020 meet June 15th through 19th in Lexington, Kentucky. The Vintage Triumph Register, the club for all Triumph enthusiasts will hold its annual National Convention in Galena, Illinois, August 31st through September 4th. 6-Pack, the club for six-cylinder TR250s, TR5s, and TR6s will hold its annual 6-Pack Trials in nearby Richmond, Virginia, October 1st through 3rd. Look for more on these events as we get closer, but begin making plans now.

The CTR Record Book

Stetson Tinkham has laid claim to having owned his TR6 the longest of anyone in the club, having purchased the car new in April 1969. Surely you have something to brag about? Do you think you have a club record for the oldest or newest, lowest or highest mileage, or longest owned Triumph? Or maybe you have the most Triumphs? If you have a candidate for bragging rights, let the editor know, and we'll compile a list.

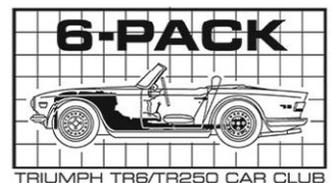
Fall and Winter Events

CTR will participate in the Middleburg Christmas Parade on December 7th and the annual Holiday Party will be held at Bob Fox's home in Lorton, Virginia, on the 8th.

Looking ahead to 2020, we will have a several events to carry us through the winter. If the weather cooperates as it did in 2019, we may start the year off with a drive through the Capital on New Year's Day. Our annual Awards Brunch will be held January 12th at Clyde's at the Mark Center in Alexandria, a venue that has served us very well in past years. Our next bimonthly breakfast is planned for the 19th. Unlike 2019, the DC Auto Show will be held in January in 2020. We will plan to visit the show on Friday the 31st. Information on our December and January events may be found in this issue.

Look for more on these and other winter events in upcoming issues of the newsletter. If you have a suggestion for an event, share it with one of the board members. If an idea appeals to you, the odds are good that others would enjoy it as well.

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





From the Editor's Cluttered Desk

Art Fournier

2019 is rapidly drawing to a close. In a few weeks it will be Thanksgiving. And then Christmas will be right around the corner. Lights and decorations are already going up and my mailbox is stuffed with catalogs on a daily basis. 2019 marked the Capital Triumph Register's 30th anniversary, and I think we're aging well. We've been active throughout 2019 with more drives, tech sessions, and social events in a single year than I can recall in past years.

We had some guests along for our recent Fall Foliage Tour. They were the guys in the E-Type and MGB that had smiles on their faces all day long. After the drive, one of them complimented CTR on our camaraderie as well as the route and lunch venue. I think his mention of camaraderie is important and sums up our club rather nicely. We spend a fair amount of time in each other's company and enjoy the resulting fellowship. If that weren't the case, CTR wouldn't have thrived these three decades.

Let's keep up the pace in 2020.

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Britain on the Green Voting Coordinator

John Buescher



Our BOG Voting Coordinator, Christopher Yurasko, informed me that he will not be able to attend BOG 2020 due to a planned family commitment. Thus, we are looking for someone (or two people) with reasonable computer skills to assume the duties of Voting Coordinator next year. All indications are that he will return for BOG 2021. Additionally, Christopher graciously volunteered to pass on his past experience with the voting process and train the new voting coordinator.

If you did not know it, the club uses a computer program, Survey Monkey, to tabulate votes for up to 120 car class awards given at BOG. When a BOG participant votes, they enter a car number in boxes for each car class on the voting ballot. Ensuring each participant is in the correct car class and has a unique car number is the key to vote counting.

Participants, who register early, have their data (name, car type, car class, and car number) uploaded electronically into Survey Monkey. Participants, who register on the day of the BOG, will need their data keyed into Survey Monkey to avoid duplication of car numbers.

Past voting coordinators have developed routines in Survey Monkey to tabulate the votes and determine the number of awards (potentially 1st, 2nd, 3rd, and honorable mention) for each of the 29 BOG car classes. This data is either printed out or electronically provided to the CTR President for use during presentation of awards.

Voting Coordinator is a key position that ensures BOG is viewed as a well-run event. No one wants to wait a long time after voting closes to know whether they have won an award. Please consider volunteering for this critical BOG position. For more information or to volunteer, contact John Buescher, BOG Coordinator, at 703-522-6571 or jbuescher1616@gmail.com.



Please join us for the 23rd Annual



Britain on the Green

April 26, 2020

Gunston Hall
Lorton, Virginia





CTR Breakfast November 17th

Our bimonthly breakfasts have become an established CTR tradition. We began the series as an opportunity to get members together for a bit of socializing and car talk between driving and tech events. Unlike a number of clubs, CTR does not have regular member meetings. This is due to the volume of rush hour traffic in our core area and the fairly wide dispersion of our members. The breakfast get-togethers seem to fill the void and have been well attended.

Join us for our next bimonthly breakfast planned for 9:00 a.m. on Sunday, November 17th, at the Primo Family Restaurant in Alexandria. Primo's is located at 1636 Belle View Boulevard, Alexandria, VA 22307 in the shopping mall at the corner of Belle View Boulevard and Fort Hunt Road. Come on down, you'll enjoy it!

Middleburg Christmas Parade December 7th Lionel Mitchell

Join fellow CTR members in the Middleburg, VA Christmas Parade on Saturday, December 7th. On the day of the parade you have two options. Meet at the Walmart parking lot in Haymarket near the intersection of Routes VA 55 and US 15 (6530 Trading Square, Haymarket, VA) at 10:30 a.m., then motor over back roads through The Plains to Middleburg as a group. Or you can meet us separately in Middleburg. Lunch is on your own or with the group in Middleburg. Last year, there were numerous food trucks available.



Be sure to dress warmly. And consider decorating your car to reflect the holiday spirit.

The parade steps off at 2:00 p.m. We do not yet have line up instructions from the organizers for this year's parade. In the past few years we have lined up on the grounds of the Hill School off South Madison Street. Line up instructions will be included in the evite or you can contact Lionel Mitchell for details as we get closer to the parade date.

For those interested, there will be a return drive to Haymarket over challenging roads. In the event of inclement weather, our participation is cancelled. Please RSVP to the evite when it is sent out.

CTR Holiday Party December 8th

Dear CTR Members and Families



It's that time of year for us to come together and celebrate the holidays with good company, plenty of cheer and more food than you can eat. Reminisce over past events, stories and good times. So, please come join us for the CTR's Annual Holiday Party!!!

When: December 8, 2019 at 2:00 PM

Where: 8859 Western Hemlock Way, Lorton, VA 22079

Gift Exchange: Please bring a \$10.00 to \$15.00 gift for the traditional free-for-all, take-no-prisoners gift exchange.

Turkey, Ham and drinks will be provided, and we ask that our guests bring dishes according to their last name initial.

- A-H – Appetizers
- I-Q – Side Dishes
- R-Z – Desserts

Please RSVP no later than December 4th to ensure adequate food and drink is available. And please e-mail me at foxr-54@hotmail.com to let me know what you plan to bring so that we don't wind up with too many duplicates.

Parking is permitted on both sides of the street with additional parking located at the Elementary School at the intersection of Laurel Crest Drive and Western Hemlock Way.

This will be a great way to start off the Holiday Season. So come join us for some fun, food, and cheer!

Bob Fox
717-609-3254

The Vintage Triumph Register

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

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



CTR Awards Brunch (and Business Meeting) January 12th

Looking for a break from the gloom and cold of Washington's winter? If so, you'll want to come out to the warm and friendly confines of Clyde's at the Mark Center in Alexandria on January 12th for CTR's Annual Awards Brunch. Each year in January we gather to recognize the participation and contributions of CTR members during the preceding year. A lot of time and hard work goes into planning and organizing, conducting events, writing for this newsletter, putting on Britain on the Green, and all of the other tasks large and small associated with a successful club like ours. So, it's important to take time to recognize all the members who support the Capital Triumph Register by their attendance and participation in all these activities. Again this year there will be a few special awards to honor CTR mem-



bers whose driving and triumphant achievements in 2019 were especially noteworthy. Wondering who will be singled out for recognition? You'll have to be there to find out.



The Awards Brunch also serves as CTR's annual business meeting. 2020 is an election year for CTR, so we will elect a president and vice president for two-year terms. Nominations are still open, especially for president, so if you want to throw your hat in the ring, now is your chance. If you're interested, just let someone on the ESB know. Don't be shy; you can do it!

The Awards Brunch is also a great way to keep in touch during the months where we are not too busy with driving events. Plan to join us at Clyde's on January 12th beginning at 11 a.m. Clyde's is located just off I-395 at 1700 North Beauregard Street in Alexandria and is conveniently close to the DC Beltway. Clyde's website is <http://clydes.com/mark-center>

Please plan to join us for great food and good fun as we recognize the noteworthy efforts that made 2019 one of CTR's best yet!

Look for the evite. See you there!

CTR Drives the Capital



January 1st



The weather cooperated in 2019, but will we be lucky again in 2020? If the weather is good, plan on joining friends from CTR for a triumphant drive past the monuments that define our nation's capital.

We had a great turnout in 2019; if we can do it again in 2020, we'll have established a new tradition and helped establish the "Capital" in Capital Triumph Register. Seriously, we had a lot of fun, drew a lot of attention from tourists, attracted a new member, and ended with lunch in Crystal City. We'll have to keep an eye on the weather for this, so look for details as we get closer.



The Washington Auto Show is back to its regular end of January timeframe for 2020 and will be at the Walter E. Washington Convention Center January 24 through February 2. As we've done for the past several years, CTR will attend on the final Friday of the show, January 31, to take advantage of the longer hours that evening.

Current plans are to meet at 6:00 p.m. at the High Velocity Sports Bar, located across from the Convention Center at 9th and L Streets, NW, in the Marriott Marquis Hotel. Stop by the Auto Show at any time, then join your car-loving friends from CTR at 6:00 for dinner. (They don't take reservations, so the first to arrive should just grab a table.)

If you take Metro, use the Mt. Vernon Square/Convention Center Station on the Yellow and Green lines. Please respond to the evite if you plan to rendezvous with the CTR gang and especially if you are going to join us for dinner.

There won't be any new models from Triumph of course, but it is a great opportunity to check out the latest offerings from the world's auto makers. Come on by to slam a few doors, kick a few tires, and share opinions, but wear comfortable shoes; the DC Convention Center is huge! For more information on the Auto Show, see their website: www.washingtonautoshow.com/

CTR and BOG are on Facebook.

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



Follow CTR on Twitter:
@CapitalTriumph

And, of course, check out the CTR website:
<http://capitaltriumphregister.com>

1000 Miglia Warm Up October 23-26

Some of the cars taking part in the 1000 Miglia Warm Up U.S.A. were spotted at the Salamander Resort in Middleburg, Virginia, on October 25th as they prepared for the competition. One car of note, an Aston Martin DB2 that took part at Le Mans in the early 1960s, appeared to be in trouble due to a bad rear bearing. Lionel Mitchell reports that Timkin bearings, like those used on Triumphs, were sourced and the car was able to participate in the rally.



Marshall Cars & Coffee October 26th



CTR was well represented at the Cars & Coffee held in Marshall, Virginia, on October 26th. From left to right are Bruce Metcalf with his Vincent motorcycle, Doug Dallhoff, Pete Farrell and Lionel Mitchell with their TR6s, and Sherman Telis with his TR250.



Left: While at the Marshall Cars & Coffee, Lionel Mitchell spotted this Porsche that took part in the 1953 Mille Miglia. Right: Bruce Metcalf's 1950 Vincent Rapide motorcycle which he's owned since 1980

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Fall Foliage Tour

November 2nd

For 2019, CTR's Fall Foliage Tour returned to the great roads of Fort Valley, Virginia. Early on a chilly fall morning, we met at the Northern Virginia Community College near the Manassas battlefield. Our group included 13 LBCs and a classic Mercedes sedan. Not all the British cars were Triumphs. There were also an MGB and a Jaguar E-Type in the mix. As we set off, Rich and Lisa Smalling elected to put the top down in their TR6. The rest of us left our tops up for it was indeed chilly and our route would take us over the mountains past Skyline Drive to the Shenandoah Valley.

From the Manassas area, we took secondary roads through The Plains, Marshall, Antioch, Flint Hill, and "little" Washington to Sperryville. From there it was up and over the Thornton Gap with all its twists, turns, and switchbacks to Luray where we stopped for gas and a quick break. We were joined in Luray by Al and Eleanor Ames who took the lead for the drive through Fort Valley to Front Royal. The road through Fort Valley has to be one of the best sports car roads in our part of the country. If you haven't had the opportunity to drive it, find time – you won't be disappointed.

In Front Royal, we snaked our way past all the traffic lined up for Skyline Drive. Little did they know that open roads with scenic vistas could have been theirs for the taking a few miles to the west. Our destination was the Element Restaurant in downtown Front Royal. The restaurant had a dining room set aside and had prepared a special menu for us – excellent food and ambiance to cap off the day. After lunch, the group was on its own to explore the Front Royal area or head home to the Washington area.

A huge round of thanks goes to Patrick Carter for mapping and planning the route and for selecting an excellent restaurant. Participating were Al and Eleanor Ames, Patrick Carter with his father Curt, Pete and Lenore Farrell, Art Fournier, Steve and Ana Harrison, Lionel Mitchell, Roger and Peggy Morrison, Steve Mumma, Mike Oldak, Diane Page, Carter and Emily Sensabaugh, Rich and Lisa Smalling, Shane Sonneveldt, Sherman Telis, and Doug Wolfire. If you didn't take part, you missed one of the best drives of the year!



*Left: lined up at Northern Virginia Community College
Top right: Bundled up on a cold fall morning
Center right: Patrick Carter (right) conducts a drivers meeting prior to departure
Bottom right: Top down in their TR6, Rich and Lisa Smalling follow Roger and Peggy Morrison through Fort Valley*



*Top: At the rest stop in Luray
Center: Rich and Lisa Smalling look no colder than Shane Sonneveldt and Mike Oldak despite their top down drive
Below: The Element Restaurant in Front Royal welcomed us with customized menus (and excellent cuisine)*



*Top: CTR vice president Pete Farrell thanks Patrick Carter for making the Fall Foliage Tour a success
Center: Among those attending was Patrick's father, Curt Carter (right) who sits with his son and Al and Eleanor Ames
Bottom: Doug Wolfire, Steve Mumma, and Peggy and Roger Morrison are in the foreground during lunch at the Element*

Rockville Antique and Classic Auto Show

October 19th

The Rockville Antique and Classic Car Show is more like a huge cruise-in than a car show in the sense that we're used to for British cars. There is no participants' choice voting and only a single award from the mayor and city council. The over 500 cars that participate are loosely grouped by sponsoring clubs or by categories if there is no sponsoring club present. For example, the Jaguar, Lotus, MG, and Rolls Royce/Bentley clubs had designated areas while the remainder of British cars were more or less fielded together. Most of us who drove Triumphs managed to park together, although there were a few interesting cars mixed in with us that didn't fit neatly into any category. These were an Amphicar which, of course, has a Triumph Herald engine and a beautifully restored Kaiser-Darrin which must have looked British to someone.

CTR members on hand included Lyle Farmer with his son Liam, Sherman Telis, Tom Burke, and Art Fournier. Jason and Frankie Ferris were there with Dave Ferris' resto-mod TR8. There were also several other Triumphs; however, these came from far and wide – mostly the Clustered Spires club – although CTR brochures were left with each. In addition to an amazing variety of cars, the show featured a flea market where Tom Burke found a reasonably priced container of Triumph Wedge parts.

The 2020 show is planned for October 17 at the Glenview Mansion at the Rockville Civic Center Park. As a large show that's open to all marques, it's a great opportunity to show off your Triumph to a wider audience than usual. Think about participating next year.



Above: How often do you see a Kaiser-Darrin, especially parked with Triumphs?



*Top: Art Fournier, Lyle Farmer, Tom Burke, and Liam Farmer
Center: Sherman Telis discussing Dave Ferris' TR8 with Jason Ferris
Bottom: Art Fournier's TR8 with an Amphicar*



Advertisement for Blue Ridge Motorwerks. It features the BRM logo (a winged wheel with 'BRM' in the center) at the top. Below the logo, the text reads "Blue Ridge Motorwerks" in a large, bold font. Underneath, it says "CLASSIC AND VINTAGE CAR RESTORATION AND SERVICE SINCE 2014". At the bottom, the address "9308 Mike Garcia Drive, Manassas, VA 20109" and phone number "(703) 622-0574" are listed, along with the website "blueridgemotorwerks.com". To the right of the text is a close-up image of the front of a black classic car.



Top: An Alfa Romeo Montreal
 Center: Sherman Telis' TR250
 Center: The show included cars from the "Brass Era" such as this 1909 Ford Model T through 1994, but no hot rods
 Bottom: "Luigi" the Fiat
 Top right: A Stanley Steamer





Garage Fires

Tom Burke

Through much of the Summer, Mary and I attend a “Friday Night Cruise-In” just up the road from our home in Laytonsville. Another guy, named Mike, frequently attends. Mike showed up one evening, without his car, but with a sobering story that I thought we all should hear about. Up until the day before, Mike lived in a newer home, with his family and an attached garage. That evening, he heard his smoke alarm go off, and he opened the garage door to see the space filled with smoke and a fire blooming from an oscillating fan near his workbench. Mike grabbed his fire extinguisher and made his way to the fan. He sprayed the fan with the ABC extinguisher, and it went out, then it flared up again, he sprayed again, it died, then flared again. He sprayed again, same result. By this time, the fire had spread to boxes, rags, and other materials and it was growing rapidly, but Mike had expended his extinguisher. He grabbed another extinguisher, but the fire had quickly spread to a collection of solvents and various spray cans and it grew beyond the scope of his extinguisher. The spray cans began to ignite and fly around the garage, lighting other areas, including his car. At this point, Mike ran into the house to get his family out. While doing that, spray cans lit off and actually shot through the drywall into the house, starting fires inside the living space. 911 had been called, but the fire was out of hand for Mike to handle in any way. By the time the fire department knocked it down, the garage was mostly burned, as was his car and a portion of the house. He and his family had to move out, and the long, painful ordeal with the insurance company began.

Mike’s story had quite an impact on me. I am a guy who saves every spray can, paint or otherwise, functional or not, and it had never crossed my mind that, in a fire, these cans could become not just bombs, but rockets, that could spread fire in all directions. I’ve always been careful with oily rags and trash, but I’ve kept cans of various solvents handy and numerous. Obviously, other types of quart cans and bottles are likewise dangerous and the car itself has a giant tank with explosive potential as well, not to mention the tires, interior and other readily ignitable materials. I started searching Craigslist and Facebook Marketplace for metal cabinets while throwing out most of my collection of spray cans. I am not going to turn this brief warning into a long lecture about resources and websites, except to offer this quote from FEMA, “An estimated 6,600 residential building garage fires were reported to United States fire departments each year and caused an estimated 30 deaths, 400 injuries and \$457 million in property loss. ... Of residential building garage fires, 93 percent occurred in one- and two-family residential buildings.”

You all have Google, and I hope that Mike’s sad story will motivate you as it did me. Do some research and do whatever you can to mitigate the fire risks around your garage.

British Standard Motors, LLC
www.britishstandardmotors



British Standard Motors, LLC
2811-B Old Lee Hwy
Fairfax, VA 22031
Phone: (703) 573-3140
Email: rollo@britishstandardmotors.com
URL: www.britishstandardmotors



Trending with CTR

News of Members in Brief



Ben Cheshire’s TR6 on a late October day in Northern Virginia

UPCOMING EVENTS

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

- Nov 12 - CTR Executive Steering Board Meeting, Arlington, VA
 Nov 17 - CTR Breakfast *CTR*
 Nov 22-24 - Turkey Bowl, Summit Point Raceway
 Dec 7 - Middleburg, VA, Christmas Parade *CTR*
 Dec 8 - CTR Holiday Party *CTR*
 Dec 13 - Deadline for the December issue of *The Standard*
 Jan 1 (Weather Dependent) - CTR Drives the Capital *CTR*
 Jan 10 - Deadline for the January issue of *The Standard*
 Jan 12 - CTR Awards Brunch *CTR*
 Jan 14 - CTR Executive Steering Board Meeting, Arlington, VA
 Jan 19 - CTR Breakfast *CTR*
 Jan 24-Feb 2 - Washington Auto Show, DC Convention Center
 Jan 31 - CTR Night at the Washington Auto Show *CTR*
 Feb 1 (Tentative) - BOG Kickoff Meeting
 Feb 7 - Deadline for the February issue of *The Standard*
 Feb 10 - International Drive Your Triumph Day
 Feb 23 (Tentative) - CTR Winter Luncheon *CTR*
 Mar 10 - CTR Executive Steering Board Meeting, Arlington, VA
 Mar 13 - Deadline for the March issue of *The Standard*
 Mar 22 (Tentative) - CTR Breakfast *CTR*
 Mar/Apr TBD - London Auto Tech Session *CTR*
 Apr 5 - George Washington Parkway Run *CTR*
 Apr 10 - Deadline for the April issue of *The Standard*
 Apr 22 - BOG Stuffing Party
 Apr 25 - BOG Set Up
 Apr 26 - Britain on the Green 2020 *CTR*
 May 8 - Deadline for the May issue of *The Standard*
 May 12 - CTR Executive Steering Board Meeting, Arlington, VA
 May 17 (Tentative) - CTR Breakfast *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>
 for details, updates, changes, and additions.



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.



CL003 for CTR



CL027 for BOG

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.



TR6 Soft Top Installation - The Vinyl Meets the Frame Part 2 Lionel Mitchell

Restoring the soft top frame was straight forward. The critical part was getting the straps at the right spacing on the bows. Now comes the black vinyl magic. There's nothing worse on a Triumph than an ill-fitting top – OK, there are actually plenty of other things worse. But it's a pet peeve of mine.

I bought my soft top several years ago from TRF (part # HP2220). This particular top is no longer available. At the time, it was the best quality top Robbins vinyl top available. The vinyl is similar to Everflex and has the same grain as the original factory top. The underside has a bonded black canvas lining, which I don't recall the original factory top having. But like the factory top, it also has the reflective stripes and zip-out window. In addition, I bought a TRF kit of snaps that included black snaps and studs like the original ones.

In the first part of this saga, I listed a few sites on instructions. I also read a few threads on the Triumph Experience web site where people discussed their experiences on installing soft tops. I was particularly interested in the discussions on installing Robbins tops. In one thread, a guy talked about how difficult it was to stretch the side flaps to get it to fit with the door windows. I wanted to see an original factory top to see how these side flaps fit. I dug out some photos that I took of the last production TR6 owned by Bob Tullius. I saw this car at the 2010 VTR convention at Jekyll Island, Georgia. It still has the original factory top on it. Getting the side flap fit at the door windows is really a function of how far forward the front snap is located, and this photo is a great reference for that purpose.



Detail of the original top on the final production TR6

First things first, mark the center of top, front and back, on the underside with a piece of chalk or other erasable marker. To get the center points, fold the top in half with the underside out and mark with the chalk. Also, mark the center of the windscreen frame. The center of rear anchor plate is the center mounting hole. It's important to line up the center of the top, front and back with the center of the car. The remainder of the top fit follows from the alignment.

As previously mentioned, it's vitally important to have the vinyl heated to get a tight fit ... and to have plenty of patience. A hot, sunny day is a perfect prerequisite. Fortunately, Doug and I had these kind of days. After draping the top over the frame, we left it to warm up in the sun until it was very warm to the touch. You gotta start somewhere. We decided to start with the snaps



across the bottom back that fasten the top to the rear anchor plate. Some, but not all, instructions have this as the first step. Align the center mark that you've made on the underside of the top at the bottom back with the center of the rear anchor plate while sliding the plate into the sleeve at the underside of the bottom edge of the top. Using a sharp awl, or appropriate hole punch, punch a hole for the center snap, and install the snap. These bottom rear snaps are typically riveted in, but I chose to use snaps with small flathead machine screws and nuts. This is easier to deal with if you ever have to remove the top or move the snaps. **TIP:** install small rubber washers from the snap kit with a dab of adhesive under the snaps to protect the paint underneath. There are seven of these snaps at the bottom back. They serve to hold the top in place and are important anchors for the tautness of the top from side-to-side. But the snaps are also where the boot cover fastens. Now, continuing on each side of the center snap, stretch the top vinyl material (two sets of hands work well here – thanks Doug) and mark and punch the holes for the other snaps, but do these one at a time alternating from one side to the other. All of the instructions say to glue the rear anchor plate to the top underside sleeve. I did not do this at this point. I think it works better to not glue it until after all these snaps are installed to make sure the top is stretched tight across the back. **TIP:** I recommend that you don't install all seven of these bottom rear snaps at once – install five and when you get to the side snaps install the other two to insure that the fit from back to front of the side flaps is tight, but also that the side flaps fit with respect to the door win-

dows. After you have these back snaps installed, fasten the anchor plate to the body tub with the bolts, just finger tight or maybe a turn with a spanner. You might have to remove this later, but for now you have the top assembly anchored to the back of the car.

In the next step, I fastened the underside of the top to the bows. Some people do these last, but I prefer having the top fastened to the bows in preparation of stretching the top from back-to-front to fasten it to the header rail at the windscreen. The sleeve at the back bow is typically snapped, although some people rivet it. I find that folding the top when you put it down works better if you can pull the top material free from this bow. Plus, this is the way the factory did it. If you left the snap studs on this back bow, then it's just a matter of marking the positions of snaps on the sleeve and then installing the five snaps. Order is not important. These are easily installed in-situ with the new club-owned snap tool. The sleeve on the forward bow is riveted to the frame. Mark the positions; punch the holes; and rivet the five through the frame bow. **TIP:** I recommend using rivet washers to avoid tearing the sleeve material with all the use it will get over time.

Next, onto installing the snaps on the side flaps. There are three snaps on each flap. It doesn't matter whether you do the right side first or the left, but the order of the snaps does matter IMO. **TIP:** To ensure that you get the proper fit at the door windows, these snaps should be installed from front to back. If you look closely at the photo of Bob Tullius' car, you'll see that the front snap on the side flap is located just to the rear of the vertical reflective stripe. This ensures that there will be good overlap between the side flap and the door window. In my case, it was a bear to stretch the side flap to get that snap in place. Remember my tip about not installing those last two snaps on the rear anchor plate? You can get more stretch by leaving those off until you get the side snaps installed. The stud parts for these snaps are riveted into place on the rim of the body tub. Go ahead and install those and snap the side flap to the first one at the door. Next, install the other two side snaps, snapping them to the studs as you go, and then install the final snap on the rear anchor plate. Repeat for the other side. These snaps are easily installed in-situ with the new club-owned snap tool.



Arguably the trickiest part of the top installation is stretching and gluing the front of the top to the front header rail. There is a trade-off between tautness and ease of putting up the top. On the one hand, you want the top to be tight and wrinkle free, especially in hot weather; but on the other hand, you want to be able to latch the top at the front rail without too much effort, especially in cold weather. This step definitely requires two sets of hands because you need to stretch the material towards the front on both sides at the same time. The procedure is described on the sites that I previously cited. With the front header rail released, stretch the top material over the rail and fasten it to the windscreen frame with the latching handles. **TIP:** you will likely have to trim some of the excess top material to allow closure but do so very gingerly. Repeat this exercise until you get the tension that you want. Once you're satisfied with the tautness, rub a piece of chalk at the forward edge of the header rail to mark the fit. Release the latches and glue the vinyl material to the header rail. **TIP:** use lots of clamps and use thin pieces of wood or other hard material to keep the clamps from leaving marks of the top side of the vinyl. After letting the glue dry, fold the side tabs under the header rail and glue and clamp those. **TIP:** it will work better if you trim some of the excess material. I used a heavy-duty glue in a spray can



(Continued on Page 16)

Soft Top Installation *Continued from Page 15*

called headliner glue. **TIP:** the side tabs at the front of the top are not meant to be pulled on to stretch the top. They will rip off where they are sewed on (AMHIK!), and then you'll have to go groveling to your better half to have her sew them on by hand with the top on the car. ☹ It might cost you a pair of shoes (women's size 9 in my case).

The least favorite part of this job for me was installing the front weather seal that goes between the header rail and the windscreen frame. Just grit your teeth and work through it; there are no short cuts. Install the three weather channel pieces to the underside of the header rail using rivets or very short sheet metal screws. **TIP:** If you use screws, make sure that they are not long enough to puncture the top material. Now start working the weather strip into these channels using a tool such as a flat blade screwdriver or other suitable tool. This is very tedious and slow and will take an hour or more if you're a novice like I am. Try not to damage the seal as you're poking it into the channels. The three channel pieces have gaps between them (i.e., they are not continuous). I used a bit of weather-stripping cement in these gaps to make sure that the weather seal would not start coming out of the channels with usage. After the glue is dry trim off the excess vinyl material on the underside of the header rail behind the weather seal. Pull the sides of the top with the soft side Velcro underneath over the sticky side Velcro on the side rails to eliminate the gaps and any wrinkles. The top installation is now complete.

There is one more bit that the TR6 community has come up with to make the top more weather tight and reduce wind noise. All TR6 tops, whether new from the factory or installed by a professional, have gaps at the forward corners where the door windows meet the windscreen frame. The only adjustment built into the soft top frame is moving the weather seals on the bottom of the side rails outward towards the door windows (through slotted holes in the frame rails where the weather seal pieces are fastened); and window fit can be affected by the window regulator mechanism not being properly installed. However, these do not alleviate the aforementioned gap at the top front corner of the door windows. This requires fashioning a piece of closed cell foam and gluing it to the side rail at the front corner. I have not actually done this yet, but my able cohort-in-crime Doug Dalhoff has. I'm paraphrasing his description here. Ideally, this should be done prior to installing the Velcro strip on the front sections of the frame side rails. To fill the gap alluded to above, cut pieces of closed cell foam and glue them onto the side rail channels. These wedge-shaped pieces should be about two inches long. The pieces are squared off at the rear and are tapered at the front following the shape of the side rail and are thicker at the front and



Side View

Foam wedge

Top View

tapered to thinner as they move to the rear. The photos show this better than the description. After the glue has dried, the Velcro strip on the side rails can be glued (or re-glued as the case may be) over these wedge pieces. Imagine that, a TR6 has wedges on it!

Overall, I'm pleased with the fit and finish of my top. It's a handsome top. One minor disappointment is on the reflective striping around the bottom at the back – this was easily scarred when I was installing the snaps. I expect this will mellow-out over time and with wear. It's a tad bit tight and might require a little coaxing to latch it in the winter, but it doesn't have wrinkles even in the hot sun. That's a trade-off I'm willing to make especially since I don't expect to be putting it up and down much in the winter. Many thanks to Doug for all his help. I don't think I would have taken it on with his help.



If you're going to install one yourself, here are some of the parts with part numbers from TRF for the installation. Some of these pieces can also be obtained locally at lower prices. I won't list tops because there are lots of choices in several materials

- ◆ RFK495 webbing kit
- ◆ 631970 webbing straps only
- ◆ 616187 front rubber seal
- ◆ 621373&4 side rubber seals
- ◆ VS56 Velcro strips
- ◆ RFK427 snap kit



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CTR Loaner Tools and Equipment Program Update

Doug Dallhoff

In September, CTR kicked off a new initiative to help facilitate members loaning specialized tools and equipment to other members. The table lists the specialized tools and equipment – including CTR owned specialized tools – currently available for loan to club members. While it represents a good variety of tools and equipment, it includes participation from only a small percentage of our club membership. To ensure this initiative provides a long-term benefit to CTR members, we encourage the participation of as many club members as possible. Please don't be concerned about duplicating an item that other members have already made available as our members are spread throughout the entire DC area and your location may be more convenient to interested club members.

If you have what you consider specialized tools or equipment that you're willing to share with other CTR members, please consider sending me an email at DSDTR6@gmail.com with a brief description of the item(s) you're willing to include in this specialized tool/equipment loaner program along with your contact information and where you're located. If you think it would help, you can also include a picture of the item(s).

General guidelines for this program are as follows:

- ◆ All arrangements and responsibilities for loaning tools/equipment owned by members is strictly between the owner and the borrower.
- ◆ It is recommended that owners keep a sign-out sheet for

loaned tools/equipment. At the owner's discretion, this could also include a time period for when item should be returned.

- ◆ Club members borrow CTR loaner tools strictly at their own risk.
- ◆ As with the use of all tools and equipment, appropriate safety equipment should be worn when using any tools or equipment loaned through this program.

Tool/Equipment	Location	Club Member
Ball Joint Separator	Great Falls, VA	Alan Stiley
Dent Repair Bullseye Pick	Haymarket, VA	CTR
Eastwood Contour SCT	Burke, VA	Doug Dallhoff
Electric Wire Crimping Tool	Haymarket, VA	CTR
Engine Hoist	Burke, VA	Doug Dallhoff
Engine Hoist	Chesapeake Beach, MD	Art Fournier
Engine Hoist HF Leveler	Mt Vernon, VA	Christian Ballester
Engine Hoist Leveler	Chesapeake Beach, MD	Art Fournier
Engine Stand	Burke, VA	Doug Dallhoff
Front Spring Compressor (Spit/GT6)	Chesapeake Beach, MD	Art Fournier
Front Spring Compressor (TR4/6/250)	Mt Vernon, VA	Christian Ballester
Front Spring Compressor (TR4/6/250)	Berryville, VA	Bruce Metcalf
Hoover Pres-N-Snap Tool	Haymarket, VA	CTR
Hydraulic body pushing tool set	Great Falls, VA	Alan Stiley
Hydraulic Press	Chesapeake Beach, MD	Art Fournier
Metal Hole Punch	Burke, VA	Doug Dallhoff
Pneumatic Brake/Clutch Bleeder	Great Falls, VA	Alan Stiley
Pneumatic Brake/Clutch Bleeder	Chesapeake Beach, MD	Art Fournier
Pneumatic Brake/Clutch Bleeder	Fredericksburg, VA	Steve Oertwig
Powder Coating Gun	Burke, VA	Doug Dallhoff
Powder Coating Oven	Burke, VA	Doug Dallhoff
Pozi Drive Screw Drivers	Fredericksburg, VA	Steve Oertwig
Rear Hub Puller (Spit/GT6)	Chesapeake Beach, MD	Art Fournier
Sand Blast Cabinet	Chesapeake Beach, MD	Art Fournier
Stud Remover/Installer	Great Falls, VA	Alan Stiley
Trailing Arm Repair Kit/Jig	Haymarket, VA	CTR
Transmission Jack (Lift Required)	Great Falls, VA	Alan Stiley

RTR and CTR Crab Run November 3rd

When you hold an event three years in a row, it's become a tradition. For the third year, the Richmond Triumph Register has asked us to join them on their annual crab run to Gilligan's Pier on Pope's Creek in Newburg, Maryland. The restaurant is located close to the Route 301 bridge across the Potomac River, which gives CTR members three options on how to participate. They can either link up with the RTR caravan coming from Hanover Courthouse in Virginia, join the CTR caravan heading south from Upper Marlboro, or travel independently if that's more convenient.

The CTR caravan met in Upper Marlboro and took Triumph-friendly back roads to bypass the congestion (and traffic lights) of Waldorf and LaPlata. CTR members taking part were John Buescher, John Croft along with his friend Dean Charlson, Stuart Diekmeyer and Jeneanne Hunter, Paul and Sharon Edelstein, Art Fournier, and Lionel Mitchell who travelled with the caravan plus Richard and Janet Pace who drove directly to Gilligan's. John Croft, by the way, took advantage of the event to show off his recently acquired TR6.

The food at Gilligan's is very good and the restaurant stays open after other crab houses have closed for the season. Couple that with its proximity to the 301 bridge and you have an excellent choice of venue for the joint event. Crabs were considerably less expensive than those available on CTR's crab run to Deale, Maryland, earlier in the year; however, once again only Paul Edelstein availed himself of a dozen crabs for picking.

Thanks to Ken Nachman of the Richmond Triumph Register for once again organizing the event and for inviting the Capital Triumph Register for joining them in what's now an established tradition. By the way, RTR has already extended an invitation for 2020.



*Top: Jeneanne Hunter and John Buescher waiting to get started
Bottom: Lionel Mitchell, John Croft, Dean Charlson,
and Stuart Diekmeyer check out John's newly acquired TR6*



*Top: Jeneanne Hunter at Gilligan's Pier
 Center: Sharon and Paul Edelstein with John Buescher,
 RTR's Glenn Larson, and Lionel Mitchell
 Bottom: RTR's Gary Kinney with Lionel Mitchell*



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Hunt Country Classic

October 13th
Art Fournier

Just as Britain on the Green marks the beginning of the Washington-area British car show in April, the Hunt Country Classic marks the end each year in October. The weather more or less cooperated this year: some of us ran through a few showers on the way to and from the show, but fortunately the weather at Willoughby Farm between Marshall and Middleburg, Virginia, was quite pleasant. As always, the MG Car Club, Washington, D.C. Centre hosted a great event with a few new innovations for 2019. Among these was a Heritage Lane at the entrance to the show field with examples of classic cars from many British marques. Triumphs were represented by a 1960 TR3A recently restored by CTR members Malcolm and Marla Collum of Aldie, Virginia.

Another innovation was an electronic voting system intended to speed up the tabulation process—think number two pencils and ballots similar to the SAT tests you took in high school. The system drew mixed reviews, but may be worth considering for Britain on the Green. Speaking of BOG, Stubby Knuckles and his combo were on hand to provide a jazz counterpoint to Hunt Country's traditional bagpipes and drums.

Several CTR members took home prizes. Rich Wilkins was awarded 2nd place and Malcolm and Marla Collum 3rd place in the TR2/3 class with their TR3As. Ben and Susan Pontano took 1st and Alex Attard 2nd in the TR4/250 class with their TR4s. In the TR7/8 class, Art Fournier and Paul and Sharon Edelstein received 1st and 2nd respectively with their TR8s. In the Spitfire/GT6 class, Al Ames earned a 1st place finish with his Spitfire 1500 while Doug Walls took 2nd with his Spitfire Mk 3.

All in all, the show field was nicely filled with a great selection of British classics; however, participation by Triumphs seemed lighter than usual this year. Hopefully, we'll crowd the field for this fall classic in 2020.

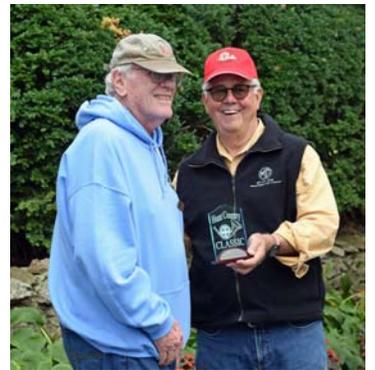


*Top: Joanne and Rich Wilkins, Paul Edelstein, and Art Fournier enjoying lunch with their cars
Center: Emily and Carter Sensabaugh with Doug Walls by Doug's Spitfire
Bottom: Bob Fox, Sharon Edelstein, Joanne Wilkins, and Paul Edelstein*





*Top: Joanne Wilkins, Marla Collum, Pete Farrell, and Paul and Sharon Edelstein waiting for the awards presentation to begin
Center: Doug Dallhoff with Ben and Susan Pontano
Bottom: Pete Farrell's TR6 packed up and ready to go by a vintage gas pump*



CTR members accept their awards from MG club president Joe Dowley.



Left top to bottom: Al Ames, Doug Walls, Paul Edelstein, and Art Fournier



Right top to bottom: Ben and Susan Pontano, Malcolm Collum, and Rich Wilkins

Alex Attard had to leave early and wasn't available for the awards presentation ceremony.

CLASSIFIED

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

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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravel1@yahoo.com

1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

1980 & 1979 Triumph Spitfire 1500s for Sale. 1980 engine was completely rebuilt and dynamically tuned after 94,454 miles w/ only 1000 miles driven since. Car is in very good condition with all mechanical systems rebuilt with OEM parts. Most recent work included a new radiator and fan and a completely new interior. 1979 engine in excellent condition & runs strong! Mechanically the car is in very good condition, with completely new clutch system, new rear brakes, and much more. Cars comes with numerous parts from a 1979 parts car and includes the complete power train, doors, boot and bonnet, frame, and much more. Cars licensed in MD and on the road. Would like to sell cars together. Asking \$8,950 for '80 and \$7,500 for '79. Contact: 301-834-7830



TR6 Rear Suspension and Rear Axle parts for sale. From low mileage TR6 replacement of TA bushings/brackets and installation of CV joint rear axles. Complete rear axle assemblies with U-joints showing no "slop," no spline wear, and free spinning/silent hub housings. Asking \$140 each or \$250 for both. Polyurethane TA bushings with sleeves, bolts and new Ny-Lok nuts (One side had been installed for less than 500 miles). Asking \$25. New or like new TA brackets including 2 each: "1-notch," "2-notch," and "3-notch" ("2-notch" new and others used but bead blasted). Asking \$10 each. See <https://static1.squarespace.com/static/5c6dec53b10f25d4edf0b3f7/t/5c6efe8cfa0d6054b95e50e3/1550777997286/Adjusting+Rear+Suspension.pdf> for camber setting technique. Contact Barry at 703-256-3013 or barrystoll@netscape.net.



For sale: 1999 Porsche 911 Carrera Cabriolet (also known as 956 series). Water-cooled 3.4 Litre 6 cylinder engine (296 hp) with 6-speed manual gearbox. Ocean Blue metallic exterior with Savanna Beige leather interior and blue convertible top. Car is in outstanding condition with only 61,110 miles. Amenities include sport tires, Porsche windstop deflector, lumbar seat support, memory seats, and XMCommander universal satellite radio receiver. Recent safety inspection. Hagerty value is \$24k for a 1999 #2 condition Carrera, and recent ads of similar cars are listed at \$25k and above. Priced to sell at \$22,000. Serious inquiries only, text to 703-967-6822.



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Signs of the Times



Triumph Trivia

Christopher Yurasko

Triumph often used four letter code names during preproduction. Can you match the code name with the model?

- 1. Zest A. 1300
- 2. Stag B. Herald
- 3. Bomb C. 2000
- 4. Barb D. Stag
- 5. Zobo E. Spitfire
- 6. Ajax F. TR4



Answers: 1F, 2D, 3E, 4C, 5B, 6A (The Stag code name was so popular internally, that it was kept when it went to production.)



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THE STANDARD

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Volume XXXI, Number 12, December 2019



Crowds along Route 50 through Middleburg, Virginia, cheer CTR Triumphs during the annual Christmas Parade on December 7th. Ten Triumphs made up the CTR contingent. In the foreground are Doug & Marie Dallhoff and Lionel Mitchell in their TR6s followed by Art Fournier in his TR8 and John Buescher in his TR6.

For more on the Middleburg Christmas Parade, turn to page 10.

PAGES 1 and 10 - Middleburg Christmas Parade; PAGE 2 - CTR Happenings; PAGE 3 - From the Editor; PAGES 3 and 19 - Trending with CTR; PAGE 4 - BOG Planning; PAGES 4-7 - Upcoming Events; PAGE 5 - Ford v Ferrari; PAGE 8 - CTR Gives; PAGE 12 - Turkey Bowl; PAGE 13 - CTR Event Calendar; CTR Regalia; PAGE 14 - Blue Belle Gets Framed; PAGE 16 - Camp Camellia Open House; PAGE 18 - New and Improved: LED Headlights; PAGE 19 - Garage Spot Gold: Window Crank Pins; PAGE 20 - CTR Breakfast; PAGE 22 - Classifieds; PAGE 23 - Club Info; PAGE 24 - Odds and Ends



CTR Happenings

Nominations for CTR President

Stephen Oertwig's third two-year term as CTR president ends in January. Having tied Karl Johnson's record for longest serving president, Stephen has decided not to run again. If you're interested in becoming our next president (or serving on CTR's Executive Steering Board in any capacity), please contact one of the board members for more information. Whoever steps up and wins the election to be held at our January Awards Brunch will be backed up by a strong and experienced board. Volunteer today!

British Cars at Le Mans

David Hutchison of Delaware Valley Triumphs & Ragtops and Roadsters is organizing the 2020 Best of Britain display for the Simeone Museum in Philadelphia. The theme includes British cars that have raced at Le Mans. If you have any suggestions, please pass them on either to Dave or to one of the Capital Triumph Register board members. You'll get the opportunity to see these cars when CTR joins the Delaware Valley Triumphs club at the Simeone Museum on January 25th.

Winter Events

Winter officially arrives in a few days and 2020 is just around the corner. But that's no reason to hibernate. CTR has a full slate of activities in January. If the weather cooperates as it did in 2019, we may start the year off with a drive through the Nation's Capital on New Year's Day. Our annual Awards Brunch will be held January 12th at Clyde's at the Mark Center in Alexandria, a venue that has served us very well in past years. Our next bimonthly breakfast will be held on the 19th at Primo's in Alexandria. As previously noted, we will visit the Simeone Museum in Philadelphia on the 25th. Unlike 2019, the DC Auto Show will be held in January in 2020. We will plan to visit the show on Friday the 31st.

February's schedule is a bit less crowded. International Drive Your Triumph Day is Monday, February 10th. Our annual Winter Luncheon is planned for the 23rd in the Crystal City section of Arlington, Virginia. Information on our January and February events may be found in this issue of the newsletter.

One of our most popular annual events is the tech session at London Auto in Falls Church, Virginia. It is planned for March 21st. If you haven't attended a London Auto session previously, you won't want to miss it. Our March breakfast is planned for the 22nd.

Look for more on these and other events in upcoming issues of the newsletter. If you have a suggestion for an event, share it

with one of the board members. If an idea appeals to you, the odds are good that others would enjoy it as well.

2020 National Meets

Details on three 2020 national Triumph meets have been announced. The Triumph Register of America (TRA), the club for four-cylinder TR2s through TR4As, will hold its TRA2020 meet June 15th through 19th in Lexington, Kentucky. The Vintage Triumph Register, the club for all Triumph enthusiasts will hold its annual National Convention in Galena, Illinois, August 31st through September 4th. 6-Pack, the club for six-cylinder TR250s, TR5s, and TR6s will hold its annual 6-Pack Trials in nearby Richmond, Virginia, October 1st through 3rd. Look for more on these events as we get closer, but begin making plans now.

The CTR Record Book

Stetson Tinkham has laid claim to having owned his TR6 the longest of anyone in the club, having purchased the car new in April 1969. Surely you have something to brag about? Do you think you have a club record for the oldest or newest, lowest or highest mileage, or longest owned Triumph? Or maybe you have the most Triumphs? If you have a candidate for bragging rights, let the editor know, and we'll add it to the list.



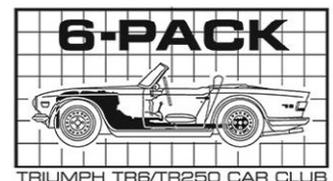
Please welcome CTR's newest members:

- ◆ Shaun English of Alexandria, VA

Along with members who have recently renewed their CTR memberships:

- | | |
|-------------------|---------------------------|
| ◆ Art Fournier | ◆ Harvey Lee |
| ◆ Hank Seiff | ◆ James Thomas McCandless |
| ◆ Jeneanne Hunter | ◆ Ira Schoen |
| ◆ Bill Olson | ◆ John Brock |

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





From the Editor's Cluttered Desk

Art Fournier

Thank you!

Happy Holidays to everyone and special thanks to all of you who have helped with the newsletter over the past year by writing articles and submitting photos. 2019 was my twentieth year as editor. I wouldn't keep doing it if it wasn't enjoyable and rewarding. And it wouldn't be enjoyable without the help and fresh ideas I get from you! So once again, thank you! And keep those inputs coming!

Tis the Season

By the time you read this, the CTR Holiday Party will have taken place—thank you Bob Fox! Details and incriminating photo coverage will be in the January edition. Christmas and the shortest days of the year are right around the corner (or even closer than that if I don't get this issue of *The Standard* completed soon). But as you can see from this issue, it's a busy time for the Capital Triumph Register. We have several social events planned for the winter months and, weather permitting, a few driving events as well. Participation in CTR events has been excellent this year and I hope it's even better in 2020. So don't hibernate, participate!

Drive Your Triumph Day

February 10th is Drive Your Triumph Day. There are details elsewhere in this issue. But here's a thought. The observance is held religiously on February 10th no matter what day of the week that is. In 2020 it will fall on a Monday. Assuming it's a decent day, all of us old retired folks will be able to hop in our Triumphs and go for a drive. But who will go along with us and who will see us? More old retired folks who have Mondays free. Wouldn't it be nice if Drive Your Triumph Day was celebrated on a weekend so younger people or children (or even grandchildren)

could go along for the ride or see the cars. We keep looking for ways to promote our hobby to a younger audience; we may be passing up a very good opportunity. As the preacher on the radio says: just a thought, not a sermon.

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Trending with CTR

News of Members in Brief



No "From the President" column from Stephen Oertwig this month, but here he is, somewhere in Missouri, one-quarter way west around the world



Please join us for the 23rd Annual



Britain on the Green

April 26, 2020

Gunston Hall
Lorton, Virginia



Planning for Britain on the Green 2020

John Buescher



We have arrived at that time to start the planning for BOG 2020 which is scheduled for Sunday, April 26, 2020 at the majestic Gunston Hall on Mason Neck. Our first joint planning meeting with Gunston Hall staff is scheduled for Saturday, February 1, 2020 at 9:30 a.m.

While it may seem as if it is early to start planning for BOG 2020, I have found that early planning and identification of the subcommittee chairpersons are key to a successfully executed BOG. Additionally, there have been building changes to the Gunston Hall Visitor's Center and Gunston Hall itself. It will behoove us to learn of these changes and how it may affect our car show.

The following club members have volunteered their time to plan and coordinate specific areas for BOG 2020:

- ◆ Awards – Alan Stiley
- ◆ Balloting – Jim Moscardini
- ◆ Car Classes, Judging, and Special Display – Lionel Mitchell
- ◆ Children's Tent – Sharon Edelstein
- ◆ Coordinator and Program: – John Buescher
- ◆ Field Layout and Field Marshal – Patrick Carter
- ◆ Publicity – Art Fournier
- ◆ Registration – Roger Morrison
- ◆ Signage – Tom Burke
- ◆ Sponsorship – Stephen Oertwig
- ◆ Treasurer – Rich Smalling
- ◆ Volunteer Coordinator – Pete Farrell
- ◆ Youth Award Judging – Sandy Thomson

Pete Farrell will post an article in the newsletter and send a club-wide evite later requesting volunteers for setting up BOG and working on the day of BOG. Look for his notifications as we get closer to BOG.

BOG 2020 schedule follows:

- ◆ December 30 – BOG website goes live
- ◆ February 1 – Meet with Gunston Hall staff
- ◆ February 15 – Open early registration online (available through PayPal) at \$25.00. Registration by mail is \$35.00.
- ◆ April 13– Determine Car Classes
- ◆ April 16 – Close early online registration, but online registration remains open (cost increases to \$35.00)
- ◆ April 17 – Send BOG Program to printer
- ◆ April 22 – BOG material “Stuffing Party”
- ◆ April 24 – Close online registration.

- ◆ April 25 – BOG setup at Gunston Hall
- ◆ April 26 – BOG 2020

Our publicity coordinator, Art Fournier, sends information packages to advertise the BOG to area newspapers. We pretty much have the Fairfax County and northern Virginia, southern Maryland, and the local military papers covered, but if you know of local papers in Montgomery County and suburban Maryland, please let Art know at artfournier4@gmail.com.

Simeone Museum Visit January 25th

On January 25th, CTR will make what's become pretty much an annual winter trek north to visit the Simeone Foundation Automotive Museum in Philadelphia as they hold their annual Best of Britain display, which from January 4th through February 2nd will celebrate British cars that have raced at Le Mans.

But wait, there's more! January 25th is a “Demo Day.” Weather permitting, cars from the collection are driven in the large open area behind the museum. Currently in the line-up are a 3-liter Bentley, MG K3, Aston Martin LM, and Jaguar C-Type. It's always exciting to see museum classics in motion (even if someone else is driving them). Admission to the museum is \$12.00 per person (seniors \$10.00) at the entrance or purchase on-line. For more on the museum, check out their website: <https://www.simeonemuseum.org/>

And there's even more! After the visit to the Simeone Museum, we will join members of the Delaware Valley Triumphs club for lunch, always a great opportunity to get an authentic Philly cheese steak sandwich. Look for additional details in the January newsletter or the evite.

SIMEONE FOUNDATION AUTOMOTIVE MUSEUM



CTR Awards Brunch (and Business Meeting) January 12th

Looking for a break from the gloom and cold of Washington's winter? If so, you'll want to come out to the warm and friendly confines of Clyde's at the Mark Center in Alexandria on January 12th for CTR's Annual Awards Brunch. Each year in January we gather to recognize the participation and contributions of CTR members during the preceding year. A lot of time and hard work goes into planning and organizing, conducting events, writing for this newsletter, putting on Britain on the Green, and all of the other tasks large and small associated with a successful club like ours. So, it's important to take time to recognize all the members who support the Capital Triumph Register by their attendance and participation in all these activities. Again this year there will be a few special awards to honor CTR members whose driving and triumphant achievements in 2019 were especially noteworthy. Wondering who will be singled out for recognition? You'll have to be there to find out.



members whose driving and triumphant achievements in 2019 were especially noteworthy. Wondering who will be singled out for recognition? You'll have to be there to find out.



The Awards Brunch also serves as CTR's annual business meeting. 2020 is an election year for CTR, so we will elect a president and vice president for two-year terms. Nominations are still open, especially for president, so if you want to throw your hat in the ring, now is your chance. If you're interested, just let someone on the ESB know. Don't be shy; you can do it!

The Awards Brunch is also a great way to keep in touch during the months where we are not too busy with driving events. Plan to join us at Clyde's on January 12th beginning at 11 a.m. Clyde's is located just off I-395 at 1700 North Beauregard Street in Alexandria and is conveniently close to the DC Beltway. Clyde's website is <http://clydes.com/mark-center>

Please plan to join us for great food and good fun as we recognize the noteworthy efforts that made 2019 one of CTR's best yet!

Look for the evite. See you there!

CTR and BOG are on Facebook.
Search **Capital Triumph Register**
and **Britain on the Green**



Follow CTR on Twitter:
@CapitalTriumph

And, of course, check out the CTR website:
<http://capitaltriumphregister.com>

CTR Drives the Capital



January 1st



The weather cooperated in 2019, but will we be lucky again in 2020? If the weather is good, plan on joining friends from CTR for a triumphant drive past the monuments that define our nation's capital.

We had a great turnout in 2019; if we can do it again in 2020, we'll have established a new tradition and helped establish the "Capital" in Capital Triumph Register. Seriously, we had a lot of fun, drew a lot of attention from tourists, attracted a new member, and ended with lunch in Crystal City. We'll have to keep an eye on the weather for this, so look for details as we get closer.



The Washington Auto Show is back to its regular end of January timeframe for 2020 and will be at the Walter E. Washington Convention Center January 24 through February 2. As we've done for the past several years, CTR will attend on the final Friday of the show, January 31, to take advantage of the longer hours that evening.

Current plans are to meet at 6:00 p.m. at the High Velocity Sports Bar, located across from the Convention Center at 9th and L Streets, NW, in the Marriott Marquis Hotel. Stop by the Auto Show at any time, then join your car-loving friends from CTR at 6:00 for dinner. (They don't take reservations, so the first to arrive should just grab a table.)

If you take Metro, use the Mt. Vernon Square/Convention Center Station on the Yellow and Green lines. Please respond to the evite if you plan to rendezvous with the CTR gang and especially if you are going to join us for dinner.

There won't be any new models from Triumph of course, but it is a great opportunity to check out the latest offerings from the world's auto makers. Come on by to slam a few doors, kick a few tires, and share opinions, but wear comfortable shoes; the DC Convention Center is huge! For more information on the Auto Show, see their website: www.washingtonautoshow.com/



Ford v Ferrari Facts v Fun Fun Wins!

Tom Burke

It seems to me that the producers of Ford v Ferrari were, first and foremost, faithful to one of the sacred tenets of making a movie, mainly, “Don’t let the facts get in the way of a good story.” As a dedicated car guy and child of the Sixties, the story of Carroll Shelby, the Cobras, and Ford at Le Mans was well-known to me, so when the movie took a few “short cuts going around the track,” I did take notice, but nonetheless, I enjoyed every minute of FvF. My wife, Mary, who is, shall we say, somewhat less excited about such things, may have enjoyed FvF even more than I did, because it does have everything that makes a movie great: engaging characters, excitement, pace, bad guys

(and corporations), and a fascinating story arc with a striking ending. Unlike many of the treasured Racing Movies of the past (for instance, “Le Mans,” which was mostly about how much Steve McQueen liked to drive race cars), you can take your wife or your grand kids or any other disinterested victim to Ford v Ferrari, and they will have a good time. (When Ken Miles won at Daytona, Mary actually clapped! Only one in the theatre!) For my part, I often got a little misty-eyed, looking back at a time in my life that now seems so far away.

The movie also did a great job of capturing the feeling of the car culture in Southern California and how it grew fast and went fast in the Sixties. The depiction of Henry Ford II and the corporate culture around Ford may be the most abbreviated (and perhaps unfair) aspect of the story, but, aside from adding drama to the story, the facts are clear that Ford's insistence on a 1-2-3 photo finish DID rob Ken Miles of the win (Oops! Spoiler Alert!). Christian Bale's performance as Ken Miles drives the movie as Ken Miles drove his cars, fast and hard. Matt Damon's performance as Carroll Shelby probably left out some of Shelby's personality, but again, he keeps the story moving. Caitriona Balfe, as Mollie, Ken's wife restores some fine moments of humanity in a movie that could be nothing but guys and cars. And the cars themselves, of course, are classic and loud and rough and dirty and, in themselves, worth the price of admission (which is a lot!).

Additionally, I enjoyed every minute I spent scrounging around on YouTube, refreshing my memory and digging up stuff I didn't know about the saga of Cobras and Shelby and the other great people who made magic out of engines and sheet metal in those days. The movie does mostly skip over how people like Peter Brock and Phil Remington contributed to the success of Cobra and Ford. In fact, you could probably make two more movies out of how Brock and Remington developed the Daytona Coupes and how Carroll Shelby's fascinating career spanned the best part of the history of sports cars in America. However, I am not sure I could get Mary to go to those?

CTR Winter Luncheon February 23rd

Assuming that we aren't all encased in ice on Sunday, February 23rd, the Capital Triumph Register will hold its annual Winter Luncheon at the Crystal City Sports Pub located at 529 23rd Street South in the Crystal City section of Arlington, Virginia. The Crystal City Sports Pub features an extensive brunch buffet in addition to their regular menu. We will be seated in a separate dining room on the second floor.



Based on past experience, the weather will either be 10 degrees and snowing a blizzard or sunny and 80 degrees or somewhere in between, so dress and drive accordingly. We hope to see you there on another warm, sunny Sunday. Or otherwise. But either way, we hope to see you. Look for details as we get closer.

Drive Your Triumph Day

February 10th

Rye Livingston

Dear Fellow Triumph Owner,

It's time to make plans for Drive Your Triumph Day, February 10, 2020.

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California. In 2015 I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war, and went on to make the cars we enjoy driving today. This celebratory drive has been building momentum every year. For 2019 I received close to 350 photos from all over the world: UK, Scotland, Ireland, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Germany, Italy, Finland, Canada, Holland, Czech Republic, and of course all over the USA. This year is going to be a bit more of a challenge as February 10th falls on Monday. As tempting as it may be to plan a drive for the weekend, we're going to keep true to the day, and please submit photos only taken on Monday, February 10th, 2020.



The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a big group from your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner if possible, ideally in front a cool spot, landmark, scenic view, in front of the hardware store or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it anyway in the garage. Some winter photos I've received have the garage door open with the car tucked under a cover, and snow outside. Have fun with it, and participate.

Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine, The Vintage Triumph, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterstock.com>

Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to Drive Their Triumphs on February 10th.

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Looking back at **THE STANDARD:**

Volume I, Number 7
December 1989

What was CTR up to 30 years ago as its first year came to a close? Charlie Brown was the first elected president of what was then the National Capital Area Vintage Triumph Register. The lead story was about a trip to Solomons Island, Maryland, arranged by activities director Elene Gillespie. A current member who was along on that trip was Georgia Rogers—there aren't too many founding members still in the club.

Newsletter editor Curt Robinson wrote about his '76 Spitfire in the first Personal Triumphs column while treasurer Mike Szoke was concerned about insurance coverage of his totaled TR250. A winter meeting (holiday party) was planned at Charlie Brown's home. Henry Irving put in an environmental plug for properly disposing of oil and batteries while Curt Robinson discussed winterization.

However, the biggest news was that Bob Tullius of Group 44 fame had agreed to speak to the club in February (and he did).

CTR Continues Its Charitable Giving

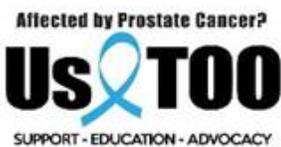
Rich Smalling, CTR Treasurer

Continuing its tradition of giving to charity CTR again approved \$4000 in donations to go to four charitable organizations. We had a successful and profitable BOG 2019 which enabled us to make these donations. The donations went to the following organizations: \$1000 to Special Love (children with cancer), \$1000 to Us Too (prostate cancer education and support network) , \$1000 to The ALS Association (fighting Lou Gehrig's Disease) and \$1000 to Doctors without Borders (Emergency medical help to over 70 countries).

In 2006 CTR put in place its charitable giving guidelines. Each year since then CTR has followed these guidelines and donated to a focused set of charities. Including this year's donations, CTR has given a cumulative total of \$38,700 to charity. Read below for more information about the charities receiving our donations this year.



When a child gets cancer, the whole family gets cancer. For more than three decades, Special Love, a local non-profit organization, has helped children with cancer to “just be kids,” through camps in Front Royal, VA and Leonardtown, MD, emergency financial assistance, college scholarships – and, most important, a community of support that assures these struggling families they’re not alone in their battle.



Us TOO International Prostate Cancer Education & Support Network is a grassroots cancer education and support network of over 250 support group chapters worldwide, providing men and their families with free information, materials and peer-to-peer support so they can make informed choices on detection, treatment options and coping with ongoing survivorship. The organization was founded in 1990 by five men who had been treated for prostate cancer.



Established in 1985, The ALS Association is the only national non-profit organization fighting Lou Gehrig’s Disease on every front. By leading the way in global research, providing assistance for people with ALS through a nationwide network of

chapters, coordinating multidisciplinary care through certified clinical care centers, and fostering government partnerships, The Association builds hope and enhances quality of life while aggressively searching for new treatments and a cure.

As the preeminent ALS organization, The Association leads the way in research, care services, public education, and public policy — giving help and hope to those facing the disease. The Association’s nationwide network of chapters provides comprehensive patient services and support to the ALS community. The mission of The ALS Association is to lead the fight to treat and cure ALS through global research and nationwide advocacy, while also empowering people with Lou Gehrig’s Disease and their families to live fuller lives by providing them with compassionate care and support.



Every year, Doctors Without Borders/Médecins Sans Frontières (MSF) provides emergency medical care to millions of people caught in crises in more than 70 countries around the world. MSF provides assistance when catastrophic events—such as armed conflict, epidemics, malnutrition, or natural disasters—overwhelm local health systems. MSF also assists people who face discrimination or neglect from their local health systems or when populations are otherwise excluded from health care.

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Middleburg Christmas Parade

December 7th

They say that everybody loves a parade. That must be true since it seemed as though the entire population of northern Virginia had crowded into the village of Middleburg on December 7th for the annual Christmas parade. Actually, Middleburg holds two parades, one in the morning and a second in the afternoon. The morning parade is for horses and hounds so Triumphs naturally feature in the afternoon event.

In preparation for the parade several of us met in Haymarket, Virginia, where we followed Lionel Mitchell over some of his favorite Hunt Country roads to Middleburg. Others chose to go directly to Middleburg and join the group at the Hill School rendezvous point. After decorating the cars, there was time to wander around the town and enjoy a bite at one of the several food trucks that nicely augment Middleburg's impossibly jammed restaurants.

The CTR contingent included John Buescher (TR6), Ben Cheshire (TR6), Doug and Marie Dallhoff (TR6), Dan and Gina Dragoi (TR6), Art Fournier (TR8), Lionel Mitchell (TR6), Bill

and Holly Olson (TR3A), Richard and Janet Pace (Spitfire 1500), Barry Stoll (TR6), and Sherman Telis (TR250). Rumor has it that Matt and Gavin Schipani were also on hand for the parade, but their classic Daimler saloon wasn't recognized as part of the Triumph group and was staged elsewhere. We were outnumbered by the MG club again this year, so we really do need to have a few more of you join us for this late in the year driving event.





*This page top left: Doug and Marie Dallhoff decorate their TR6
 Center left: Bill and Holly Olson's TR3A looking festive
 Bottom left: Gina Dragoi and Janet Pace make sure Rudolph doesn't get into the Christmas cookies
 Top right: John Buescher looking relaxed with his TR6
 Center right: Turning the corner onto the parade route
 Bottom right: Richard and Janet Pace's highly decorated Spitfire cruises down Route 50 next to Ben Cheshire's damson TR6 and Barry Stoll's Java green TR6*

*Previous page top left: Lining up at the rendezvous point in Haymarket
 Bottom left: Lionel Mitchell and Sherman Telis
 Top right: Art Fournier, Richard Pace, and Barry Stoll
 Center right: On the road to Middleburg
 Bottom right: Holly Olson, Dan Dragoi, and Bill Olson wait for the parade to start*



Summit Point Turkey Bowl

Tom Burke

On November 22nd, René Burcksen, some friends, and I took the long ride up to Summit Point to watch the Turkey Bowl practice sessions (and a few races). There were probably fewer than fifty cars in attendance, but a nice bunch of folks. A few Triumphs and variants thereof, plus a CanAm Lola T70, innumerable Porsches, and a few Alfas took part. The weather started out cold, cloudy, and windy, then settled down to sunny and windy and cold. A nice day at the races!



Above: Triumph-powered Peerless
Below: René Burcksen with a GT6

Right: 1961 Triumph-Ambro with a TR3 frame and TR4 engine



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URL: www.britishstandardmotors



UPCOMING EVENTS

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

- Jan 1 (Weather Dependent)** - CTR Drives the Capital *CTR*
- Jan 10** - Deadline for the January issue of *The Standard*
- Jan 12** - CTR Awards Brunch *CTR*
- Jan 14** - CTR Executive Steering Board Meeting, Arlington, VA
- Jan 19** - CTR Breakfast *CTR*
- Jan 24-Feb 2** - Washington Auto Show, DC Convention Center
- Jan 25** - Simeone Museum Best of Britain with the Delaware Valley Triumph club *CTR*
- Jan 31** - CTR Night at the Washington Auto Show *CTR*
- Feb 1** - BOG Kickoff Meeting
- Feb 7** - Deadline for the February issue of *The Standard*
- Feb 10** - International Drive Your Triumph Day
- Feb 23** - CTR Winter Luncheon *CTR*
- Mar 10** - CTR Executive Steering Board Meeting, Arlington, VA
- Mar 13** - Deadline for the March issue of *The Standard*
- Mar 21** - London Auto Tech Session *CTR*
- Mar 22** - CTR Breakfast *CTR*
- Apr 5** - George Washington Parkway Run *CTR*
- Apr 10** - Deadline for the April issue of *The Standard*
- Apr 22** - BOG Stuffing Party
- Apr 25** - BOG Set Up
- Apr 26** - Britain on the Green 2020 *CTR*
- May 8** - Deadline for the May issue of *The Standard*
- May 12** - CTR Executive Steering Board Meeting, Arlington, VA
- May 17 (Tentative)** - CTR Breakfast *CTR*
- May 23-31** - British Car Week
- Jun 12** - Deadline for the June issue of *The Standard*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar:

<http://capitaltriumphregister.com/events/>
for details, updates, changes, and additions.



CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier to order (artfournier4@gmail.com or 410-535-0690). Be sure to specify exactly how you want your name to appear.

CTR and BOG Regalia

Both CTR and BOG Regalia are available through Fourth Gear Ltd on-line! No more waiting to find out if the club has a shirt or cap in stock and, more importantly, in your size. Just go to the Fourth Gear web site (<http://www.fourth-gear-ltd.com/>) and order what you want. Merchandise cost and shipping cost are reasonable and service is prompt. Product selection and colors are good as is product quality.

We have our CTR club logo and the BOG logo on-file with Fourth Gear under the British Car Club Logo Gallery. These logos can be embroidered on the different items. Items such as polo shirts, sweatshirts, jackets, caps, patches, and tool bags, among other products, can be selected under the On-line Shopping link. Enter the logo code (CL003 for CTR or CL027 for BOG) as part of the item description and then check out as with any on-line web site. Ordering instructions are given on the home page. Embroidered items can be ordered in any quantity.



CL003 for CTR



CL027 for BOG

We have moved away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to have a source where members can order regalia on-demand.

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos as well as products not show on the web site. So, feel free to call him if you want something completely different.

So, now there is no excuse for missing participation points at club events for not having club clothing.

Personal Triumphs: Blue Belle gets Framed

Tom Burke

Our recently acquired 1974 TR6, the Blue Belle, came with something that no TR6 owner wants to see, the dreaded Rusty Trailing Arm Frame Sections. Though the rest of the car was in pretty nice shape, the frame sections where the trailing arms mount were completely shot. Any experienced TR6 guy who has seen this problem on a car for sale will “keep looking,” but I’m kinda glad that I bought it with the underside somewhat “sight unseen.” Not to say that one shouldn’t always make the effort to get the car on a lift before purchase, but I think that, in this case, there were enough things right with the car to make this a problem worth fixing. And the low price we paid left some room for the extra work.



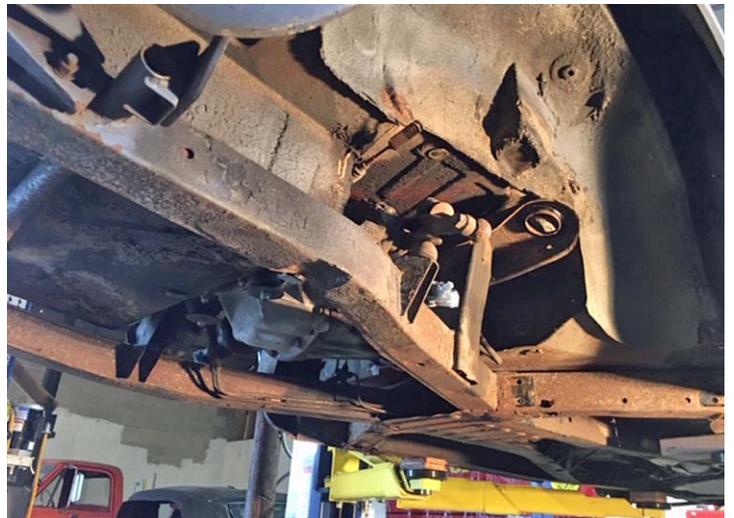
But the big question was, “How do I fix it?” Though there are replacement frame sections sold by the usual vendors, the process of removing the old sections and installing the new ones is challenging, to say the least. Many folks will say that the body must be removed to do it. Others will disagree, but suffice to say, I felt that it could be done with the body still on, but, sure as hell, not by ME!

So, the search was on for a welder that could and would handle the job. This is not the kind of job that just any guy with a MIG welder can knock out. It takes time and painstaking accuracy and it certainly takes a lift. Luckily for me (and the Blue Belle), I knew a guy who knew a guy, who (yes), knew a guy.

“The Guy,” Scott Wingate, does work on everything from E-types and Porsches to big John Deeres and Humvees. One bonus was that he was only 20 minutes from our house. Another bonus, he asked me if I could help! He works out of a converted cow barn fitted out with four lifts, a full metalwork shop, lots of tools and all the know how required to do this. Me, I just tried to help where I could and stay out the way when I couldn’t. It is worth noting again that this job REALLY requires a lift.



It was obvious from the start that the frame had to be “locked down” since fairly big pieces would be cut away. I will say here, that I think it helps to keep the body attached to the frame since it helps to hold the frame in place. But it was also necessary to weld a heavy brace across the main frame rails as well, to keep those rails from shifting. We also clamped the frame to the lift in places. Likewise, when doing the actual welding, we supported the back portion of the frame and body to keep the doors in alignment.



We removed the trailing arms with the brakes attached. Be sure to stick an awl or nail into the PDWA valve body to immobilize the shuttle valve, otherwise it will be tough to bleed the rear brakes on re-assembly. Disconnecting the rear brakes creates a “pressure differential” which will shift the shuttle valve in the PDWA and block off the rear brake circuit.

Removing the rear springs was a little touchy, but a mix of clamps and levers got it done. Soon the TA brackets were off and what we found was scary. It seems as though the absence of any drain holes and the presence of some holes that admit moisture, plus the constant “working” of the metal in that frame section makes it deteriorate much faster than the surrounding frame structure.

It was also necessary to remove the flat sheet metal brace known as the "T-shirt." This piece joins and strengthens the central sections of the frame and it overlaps the TA section. It also surrounds the exhaust system, which had to be removed as well. There is an upper T-shirt and a lower T-shirt. After cutting away the lower one, we were pleased to find that the upper T-shirt was in good shape, because you are not getting the upper one out, unless you remove the body. The area above the lower T-shirt was NOT in good shape. Water and salt had been trapped and held in that space and it had done serious damage to the adjacent frame section, to which the lower T-shirt was welded. So, in addition to replacing the lower T-shirt, we had to cut away a large portion of the left and right frame rails, drilling out many, many spot welds (my job) and making new sheet metal pieces to fit precisely into the space (his job). Scott taught me how much fun it is to grind and cut away sheet metal and drill out spot welds (Hint: It is not any fun at all) and he showed me how to reconstruct the metal removed. This was very educational, as well as filthy, noisy and difficult, but I'm glad that I learned this, should I ever be unfortunate enough to do it again.

Once all this had been accomplished, it was time to remove the old TA frame sections. Scott did most of this, and what he found was another "surprise." The portions of the frame that met the ends of the TA frame section were completely corroded, so it was necessary to cut out those areas and weld in fresh metal. At this point, we had spent five 6-hour days, just getting to the point where the replacement frame sections could be test fitted. Even without removing the body, this is no small job. We had carefully measured and marked the spots where the new pieces would be welded to the frame. Close inspection showed that the holes drilled in the new pieces, though correct in their space relative to each other, were NOT set at the right distance from the ends of the section. Ostensibly, these pieces are made over-sized, but we found that they fit the space exactly, which meant that getting the holes located correctly required extending one end and shortening the other. It also necessitated some big weld beads.



This might be a good time to mention that another major weak point of the TR6 rear end, the differential mounts, were very close at hand. Just dropping the diff would have made it possible to box and reinforce the mounts. But we were knocking ourselves out on the TA project, more parts would have been needed, so we passed on that battle. (Also, my diff mounts appeared to be in good shape.)

The new pieces, once correctly fitted, were quickly welded into place with the exception of the end edge along the top. We had to cut into the floorpans behind the seats to access the top edge. We made an opening, about 3"x4" and just bent it back to expose the frame section. Though we had feared this step, due to all the flammable interior stuff nearby, it was pretty easy, no smoke or flames. Scott also took pains (actually, some of the pains were mine) to carefully plug weld the two pieces of each replacement frame section, so they would match the appearance of the rest of the frame. I also sprayed undercoating on the new and exposed portions of the frame, taking pains to use the same shitty undercoat used by the dealer in 1974. The new T-shirt was welded into place and we began to reassemble the car. I had bought a new exhaust stainless steel system and Scott quickly discovered that the down pipe had been welded together crooked. This meant that the intermediate section had to be cut and TIG-welded into a shape that would fit together. I think it is safe to say, that whenever you are installing such after-market pieces, you can expect to run into delays, just getting them to fit. TIG-welding the exhaust system took Scott at least 2-1/2 hours. We also installed the GoodParts adjustable trailing arm brackets, which made the alignment easier, but no cheaper. Those parts were nicely made and they installed readily.



Once the trailing arms were re-mounted, the exhaust system was hung, and the brakes were bled, (I also added four new tires.), we had spent two solid weeks with the car on a lift. I think I saved some cost by helping Scott, although I wouldn't have blamed him if he charged more for putting up with me. I took the car to a local auto shop that did a nice job of aligning all four wheels.

It seems like a different car altogether. New tires, new exhaust note and no creaking or cracking noises from behind. A failure of the trailing arm mounts can be a Very Bad Thing, as folks on the Triumph Internet World will tell you in explicit detail. So, if you get your TR6 up on a lift and you see the kind of wear and perforation shown in these pictures, do the right thing and get it fixed. Contact me if you have any questions. But, my first advice will be; DON'T volunteer to help!

Camp Camellia Tree Farm Open House November 9th

On November 9th, Sherman Taffel and Camellia Blackwell hosted an open house at their award-winning tree farm in Goldvein, Virginia. Prior to the open house, several CTR members met at Jim and Michelle Moscardini's home in Gainesville to caravan from there. The events at Camp Camellia began with coffee and donuts in Sherman's Quonset hut garage where several of his cars are kept. This collection included Jaguars, Dodges, and Jensens (both Healey and Interceptor). A Buick Riviera and an early Packard were in another garage. (The remainder of Sherman's eclectic collection is located in their home in Columbia, Maryland.) Needless to say, lots of car talk and stories ensued.

Meanwhile, Camellia gave a tour of her art studio located in a separate building. She later led a tour over one of the trails through the tree farm showing off two bridges: one designed and built by volunteers from Dominion Energy and a larger one designed by Sherman.

Lunch followed in the main house. A hot lunch enjoyed around a wood-burning stove was the perfect way to wrap up a chilly fall day. Sherman and Camellia's friends Juanita Baile and Bill Stewart, by the way, deserve a big thank you for handling much of the cooking while the rest of us socialized and wandered about.

The open house was very well attended. On hand from CTR were Dick and Carole Burke, Doug and Marie Dallhoff, Maureen and Jay Donn, Pete Farrell, Art Fournier, Bob Fox, Bob Ludwig,



Bruce and Loretta Metcalf, Lionel and Nancy Mitchell, Jim Moscardini, Art and Lydia Quintana, Don and Melodee Sheehan, Alan Stiley, Sherman Taffel and Camellia Blackwell, Sherman Telis, Rick and Narttaya Tinker, John Toniolli, and Rich Wilkins.

A huge CTR thank you goes to Sherman and Camellia for hosting the club at the tree farm. It was a fantastic way to spend the day, enjoy a few back roads, renew old acquaintances. And make new ones.





Previous page left: Sherman Taffel, Jim Moscardini, and Don Sheehan enjoying coffee, donuts, and car talk
Top right: Some of the CTR visitors to Camp Camellia
Center right: Bill Stewart, Doug Dallhoff, and Pete Farrell keeping warm by the fire in the shop
Bottom right: Sherman's deceptively large Quonset Hut garage
This page top left: Tech tip: a band aid can repair a convertible top
Center left: Camellia Blackwell shows her studio to Narttaya Tinker and Lydia Quintana
Bottom left: Bob Fox, Camellia Blackwell, and Loretta Metcalf smile for the camera along one of the nature trails
Top right: Where there are Triumphs, there's car talk
Center right: Enjoying lunch in the cabin
Bottom right: Nancy Mitchell, Carole Burke, and Loretta Metcalf relax by the fire



**LED
Headlights
Art Fournier**

I don't often drive my TR8 at night, but when I do have been disappointed that the sealed beam headlights did nothing more than cast a dim brown light in front of the car. When CTR member Carl Aslaksen mentioned he'd purchased a LED headlight kit from the Little British Car Company at a reasonable price, it seemed like a good opportunity to upgrade. The kit includes two seven-inch "semi-sealed" lenses and two LED bulbs that fit the standard three-prong connectors on our cars. Installation is simple, power use is low, and light output is high. Best of all is the price. The Little British Car Company kit is currently available for under \$75 a pair, compared to LED headlight applications from other suppliers at over \$200. *Vive la difference!*

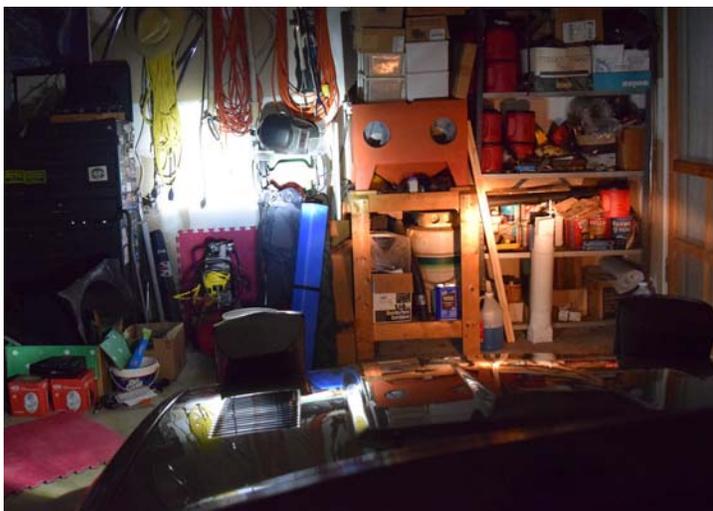


Above: An LED bulb and lens on the left compared to a stock sealed beam unit on the right

Below: With one of each installed in my TR8, the LED light on the left is dramatically brighter than the sealed beam light on the right. (Yes, the LED bulb still needed to be aimed.)

Right top: Here's another comparison of the LED (right) and sealed beam (left) lights

Right lower: Ben Cheshire's TR6 with LED headlights



The Vintage Triumph Register

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



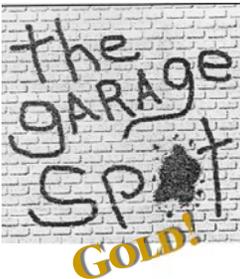
Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



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One of our members recently discovered that one of the interior door handles in his car was held in place by a nail (see the photos) rather than by the stock pin. These pins can be a real nuisance to replace, so here's a work around suggested by Paul Scuderi nearly 20 years ago.



Window Crank Pins

Paul Scuderi

Originally published in the January 2001 edition of *The Standard*

When designing the installation of the window crank handle, the folks in Triumph R&D seemed intent on making the pin installation as frustrating as possible. If one follows the manual, one must place the crank handle onto the shaft, and while one compresses the vinyl panel away from the crank, one must slide a 1/8 inch by 3/4 inch pin between the handle and vinyl and through the crank hole, all without marring the vinyl with your pair of needle nose pliers. Invariably, one drops the pin, causing one to crawl around on one's hands and knees until one spots it (usually perfectly centered beneath one's car). One gets the idea, doesn't one?

Take comfort, there is an easier way. The problems with this procedure are: A. the connection between pin and needle nose, and B. the narrow workspace between crank handle and vinyl panel.

Here's how one conquers this task:

The pin is almost the exact diameter of a piece of AWG #12 gauge solid wire. Measure the length of your original pin. Using a 6-inch piece of #12 wire (copper in my case, I'm an electrician by trade) gently compress with cutting pliers one end of the wire to create the original pin length. Don't cut it. Just mar it. Compress the vinyl away from the crank and, holding the "long" end of the copper wire, slide the short end through the crank hole. When you've centered (and while still holding the vinyl away), work the long end back and forth until the wire breaks at the mark. Voila! No fuss, no muss, no four-letter words to share with the neighborhood!

Trending with CTR

News of Members in Brief



On a sunny day in late November, Art Fournier checked out possible venues for the 2020 Cruisin' for Crustaceans run—the Drift Inn near Mechanicsville, Maryland, looks like it's a bit too small for our CTR group



Stetson Tinkham with his TR6 at the Scottish Christmas Walk in Old Town Alexandria, Virginia, on December 7th



CTR Breakfast

November 17th

The most recent of CTR's bimonthly breakfasts was held November 17th at the Primo Family Restaurant in Alexandria, Virginia. As usual, there was much socializing, but unusually there was a second group in the back room at Primo's, so announcements, discussion, and more car talk was adjourned to the parking lot where we also lifted a few bonnets, kicked a few tires, and responded to questions from passersby who remembered owning Triumphs "back in the day."

CTR members at the breakfast included Alex Attard, Bill Bock, Dick and Carole Burke, Ben Cheshire, Doug and Marie Dallhoff, Stuart Diekmeyer, Beverly Dougherty, Pete Farrell, Art Fournier, Bruce and Loretta Metcalf, Jim Moscardini, Stephen and Ho Yong Oertwig, Ben and Susan Pontano, Walt Seedlock, Sherman Telis, and Bob Young.

Our next breakfast is planned for January 19th at Primo's, so plan on attending. We hope to see you there, with or without a Triumph, for a little car talk and a lot of socializing.



*Top left: Art Fournier, Ben Cheshire (and his service dog in training) along with the rest of the CTR crew at breakfast
 Top right: Stephen Oertwig making announcements and pronouncements to the assembled group
 Bottom right: Jim Moscardini, Ben and Susan Pontano, Bob Young, and Marie and Doug Dallhoff pay close attention to what CTR's president has to say*



*Top left: Dick Burk, Bruce Metcalf, Bill Bock, and Ben Cheshire
Center Ben Pontano, Bruce and Loretta Metcalf, Bob Young,
and Pete Farrell
Bottom: Doug Dallhoff and Bill Bock check out Bill's TR6*





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Above: Jim Moscardini explains that, due to its rarity, his Jaguar Shooting Break should count for CTR Triumph participation points

CLASSIFIED

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

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

TR3 Small Mouth Apron for sale. Good condition. Contact Brian 703-919-7125



4 wire wheels for TR6 for sale. Good condition. Asking \$50 per wheel or best offer. Contact Ken DeMatteo at 301-253-5182 or sportstravell@yahoo.com

1972 TR6 Wire Harness for sale, NOS, Roadster Factory, "NEW" in plastic, \$290 obo. Contact Brian at shobud@msn.com or 703-919-7125

For sale: TR6 steel wheels, \$125 apiece or 5 for \$500. Contact Roger at 703-901-4107 or roger.morrison.1@verizon.net

1980 & 1979 Triumph Spitfire 1500s for Sale. 1980 engine was completely rebuilt and dynamically tuned after 94,454 miles w/ only 1000 miles driven since. Car is in very good condition with all mechanical systems rebuilt with OEM parts. Most recent work included a new radiator and fan and a completely new interior. 1979 engine in excellent condition & runs strong! Mechanically the car is in very good condition, with completely new clutch system, new rear brakes, and much more. Cars comes with numerous parts from a 1979 parts car and includes the complete power train, doors, boot and bonnet, frame, and much more. Cars licensed in MD and on the road. Would like to sell cars together. Asking \$8,950 for '80 and \$7,500 for '79. Contact: 301-834-7830



TR6 Rear Suspension and Rear Axle parts for sale. From low mileage TR6 replacement of TA bushings/brackets and installation of CV joint rear axles. Complete rear axle assemblies with U-joints showing no "slop," no spline wear, and free spinning/silent hub housings. Asking \$140 each or \$250 for both. Polyurethane TA bushings with sleeves, bolts and new Ny-Lok nuts (One side had been installed for less than 500 miles). Asking \$25. New or like new TA brackets including 2 each: "1-notch," "2-notch," and "3-notch" ("2-notch" new and others used but bead blasted). Asking \$10 each. See <https://static1.squarespace.com/static/5c6dec53b10f25d4edf0b3f7/t/5c6efe8cfa0d6054b95e50e3/1550777997286/Adjusting+Rear+Suspension.pdf> for camber setting technique. Contact Barry at 703-256-3013 or barrystoll@netscape.net.



For sale: 1999 Porsche 911 Carrera Cabriolet (also known as 956 series). Water-cooled 3.4 Litre 6 cylinder engine (296 hp) with 6-speed manual gearbox. Ocean Blue metallic exterior with Savanna Beige leather interior and blue convertible top. Car is in outstanding condition with only 61,110 miles. Amenities include sport tires, Porsche windstop deflector, lumbar seat support, memory seats, and XMCommander universal satellite radio receiver. Recent safety inspection. Hagerty value is \$24k for a 1999 #2 condition Carrera, and recent ads of similar cars are listed at \$25k and above. Priced to sell at \$22,000. Serious inquiries only, text to 703-967-6822.



TR6 parts car for sale. Was a running car last year, but the valves were old so bought a machined new head with all parts. Head is off engine. Several TR6 parts included: gasket set, brake parts, weber triple carbs with no use, SU carbs, ragtop needs replacement etc. Body panels are solid, frame is good but has rear rust near suspension points in usual place. Weber carbs alone are worth \$1500. No title, this is a parts car that can be used for parts or restored. \$2500 firm. Contact Jim Howland at jwhowlandnva@gmail.com



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THE STANDARD

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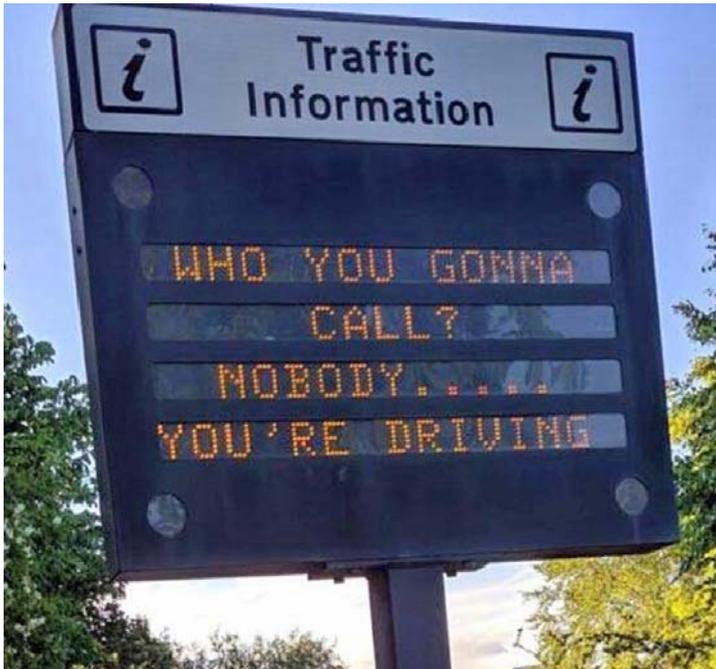
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Signs of the Times



Triumph Trivia

Christopher Yurasko

The TR2, 3, 4, 5, 250, 6, 7, and 8 were all sports cars. Was the TR10 as well?



Answers: Nope, known in the rest of the world as the Standard 10, the Triumph TR10 was only marketed in the US (and possibly Canada) from 1955 - 1960. It was a popular family car, notable for its small size and fuel economy. The 10 was sold as a sedan and wagon.



Capital Triumph Register, Ltd. Membership Application / Renewal



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