



# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXI, Number 1, January 2009



*Charlie Brown (right) accepts CTR's Golden Piston Award from Bill Goodwin, host of the 2008 CTR Holiday Party.  
For more on both the Holiday Party and Golden Piston Award, please turn to pages 4 and 5.*

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## CTR Happenings



### 2009 Road Trip

It's been suggested that CTR needs a road trip. On August 7 and 8 The Roadster Factory will hold its Summer Party in Armagh and Indiana, Pennsylvania. Several years ago, this was the event to attend each summer. CTR members would make the pilgrimage to western Pennsylvania, camp out on The Roadster Factory's grounds and enjoy three or four days of driving and social events, tech sessions, and a car show in downtown Indiana.

These years the Summer Party is scaled back and smaller, but it still might be a great excuse to spend some quality time with our cars and like-minded enthusiasts, especially with the VTR national convention way off on the West Coast this year.

What do you say? Are you up for it?

### 2009 Events

At this time, the only 2009 events on the calendar so far are the Awards Brunch, Winter Dinner and, of course, Britain on the Green (BOG). The main point of discussion at the January 20<sup>th</sup> ESB meeting will be to flesh out our calendar for the early part of 2009.

If you have a suggestion for an event, be it driving, technical or social, please let one of the club officers know. CTR is your club and needs your inputs!

### Winter Dinner

CTR's 2009 Winter Dinner will be held on Saturday evening, February 21<sup>st</sup> at a Maryland location. Details will be forthcoming in the February newsletter.

### CTR Surveys

CTR will be using its Forum site, <http://www.capitaltriumphregister.com/forum/Blah.pl>? to conduct surveys to determine members' needs and interests. The current survey asks how many of you have cars in varying states of restoration and will be followed up with a second survey to determine what help you need with them from the club.

If you haven't visited the CTR Forum site yet, please do.

**Looking back at The Standard:**  
**Volume V1, Number 1**  
**January 1994**

The January 1994 edition of The Standard led off with an article on the club's Holiday Party, held at Dennis Eckhout's. Plans were in the works for a Winter Dinner in Maryland.

Other planned activities included an auto body rust and repair clinic hosted by Rich Chitty and participation in Alexandria's Washington's birthday parade.

Keith Dunklee told of his use of that British favorite, waxoyl, for rust proofing and Mark Liberto described engine misfire with an optical ignition system.

Beverly and David Dougherty's TR4A, the White Knight, presented a car's account of their trip to the fabulous inns of Skyline Drive.

## CTR Awards Brunch

**January 25<sup>th</sup>, 2009**

The annual CTR Awards Brunch is our traditional venue to recognize member participation for the preceding year. It's also a chance to meet with club members and talk Triumphs during the "non-driving" season. This year's event is tentatively planned for 1:00 PM on Sunday, January 25<sup>th</sup>, at Clyde's at Mark Center, 1700 N. Beauregard Street, Alexandria, VA. The room has a limited seating capacity, so please RSVP to Rich Townsend as soon as possible to ensure we don't need to alter our plans.



We will order off the menu, with entrees in the \$13-\$18 range, plus tax and a 20% gratuity. There will be a single check – please bring cash to reimburse Rich.

RSVP Rich at [retownsendjr@comcast.net](mailto:retownsendjr@comcast.net) or by phone to 540-788-4588.

**Important!** Rich had a hard drive failure recently. If you RSVP'd by e-mail and didn't hear back from him, please check with him to ensure he received your reservation.



## From the Prez: Happy New Year!

**Paul Scuderi**

Happy New Year! The Capital Triumph Register has seen another year come and go, and, despite our 401k's hitting the skids, some good things happened in 2008. First, a thank you to Bill Goodwin for planning our Awards banquet last January, picking a fantastic spot (the 94<sup>th</sup> Air Squadron Restaurant in College Park) for brunch. Rich the T followed suit with the Winter Dinner in Occoquan. Great spot Rich. We squeaked by at BOG (just missing the rain) and created a new BOG event – the LBC Muddy Hill Climb. Although turnout was lower than usual, folks who attended enjoyed themselves, as did everyone who helped with the show, which is what it's really all about, right? A big thank you goes to Tom Burke and Charlie Brown for another flawless show. You guys are amazing. Spring turned to Summer, and the driving season included a GW Parkway Run, Canal Run and other driving events. Our new KTDO (Knock the Dust Off) format began well, with runs like the Canal Run drawing a nice crowd. We'll continue this format in '09. Our new GYHD (Get Your Hands Dirty) events were very well received. Among others, Charlie, Tom and Paul E. hosted a carb event, Matt Schipani a Plastic Parts Making and Windshield Replacement events, Tom Burke a head bolt removal event, John Buescher an engine breakdown event, Lionel Mitchell a Dif replacement event. Thank you to these and all others who opened their garages to club members. Our traditional events drew healthy crowds, with the CFC (thanks Art) and T4 (thanks to Paul E., Rich the T and Joe the C) drawing well over 10 Triumphs each.

A special thanks goes to our Vice-Pres, Lionel Mitchell, who hosted many events this year. His "Restorers Anonymous" Tech Sessions, trip to the Marine Corps museum, Hunt Country After Party (sorry I missed that one) were all well attended. Lionel, you make a fantastic VP! We even offered a trip to the Air and Space Museum at Dulles! The year was rounded off with a wonderful holiday party at Bill and Carol Goodwin's summer home (gotcha Bill J) – and what an amazing place that is. His Southern Garage Mahal is amazing enough, but add a basement sized train layout and you have yourself enough Guy Toys to keep everyone busy! Thank you Bill and Carol!

A new and exciting addition to our club is the new CTR Forum, which has drawn lots of praise. Thanks to Matt Schi-

pani for setting it up. If you haven't visited the Forum, check it out at this link: <http://www.capitaltriumphregister.com/forum/Blah.pl?v-register/>

You will need to create an account for yourself on this page. Once you have created an account (be sure to limit your password to 8 digits) you will be directed to login. At some point you should also get a confirmation email welcoming you to the system. Once logged in you can post and receive messages. This is where one can join the Restorer's Anonymous string, discuss events and any other club business.

If I haven't mentioned your name specifically, please know you are not forgotten. It takes many people to make our club as successful as it is, and I want to thank everyone who has contributed this year. You've made 2008 a banner year. I look forward to continuing our successes into 2009, and hope you'll stay involved. CTR is what it is because of the wonderful, diverse group of talented, fine members. Feel free to email me or any other officer if you have questions/ideas. Meantime, keep your head up and your top down!

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# CTR Holiday Party

## December 7<sup>th</sup>

What a great holiday get together! On December 7<sup>th</sup>, a crowd of CTR members gathered at Bill and Carol Goodwin's home in Bryantown, Maryland, for our traditional final event of the year. There were close to 40 members, family and friends in attendance with corresponding copious quantities of good food and good cheer.

If you've been to the Goodwin's, you know that there are two hobby shops that can't be missed. One is in the house where an incredible collection of Lionel trains and accessories take up most of the lower level. The other is in the garage where Bill's collection of cars and tools reside: three Triumph Heralds, a very early and fully restored Jeep CJ and his '69 Ford Galaxie convertible are all inside with room to spare, while a Land Rover Series II sits just outside. Amazing!

The Holiday Party included the now traditional gift exchange, with a very high standard – pun intended – of gifts making the rounds this year. Thanks to Carol and Bill for hosting the event and to all who attended and shared in the spirit of the holiday season!



*A garage full of toys for boys of every age*



*"Hmm," Aiden thinks, "this is even cooler than Matt's GT6!"*





## More from the Pres: The Golden Piston

**Paul Scuderi**

Twenty-one years ago, Charlie Brown, Karl Johnson, Keith Dunklee and others created the Capital Triumph Register, a car club dedicated to the proposition that all Triumph Motorcars be maintained, restored and enjoyed. These folks have filled a number of positions when needed, from Charlie's Presidency to Editor-in-Chief to BOG Coordinator; Karl's Presidency and solid support, filling in wherever needed; Keith's assistance with BOG; these, and other original members, personify what CTR is about – Friendship, Camaraderie and Devotion not only to our shared hobby but to other members of our club. At this year's Holiday Party, a "Golden Piston" Award was given to Charlie Brown for his contributions and commitment to CTR. Charlie, all that you've done for our club can never be measured, and I (we) thank you. I would also like to take this opportunity to thank the other long serving members of CTR. Folks, without you, this club would not and could not be what it is today, and we all owe you a great debt of gratitude. May we carry on what you've started, and bring CTR through another 20 years.





## New & Improved

### Triumph Parts Lionel Mitchell

Here's another Triumph cottage industry, *thebritishconnection*, set up as an eBay store:

[http://stores.ebay.com/standardperformance\\_W0QQ\\_trksidZp284.m184QQ\\_trkparmsZalgo%3DDR%26its%3DS%252BI%252BSS%26itu%3DISS%252BCUI%252BSI%26otn%3D4](http://stores.ebay.com/standardperformance_W0QQ_trksidZp284.m184QQ_trkparmsZalgo%3DDR%26its%3DS%252BI%252BSS%26itu%3DISS%252BCUI%252BSI%26otn%3D4)

I've heard the name Bennett French before in Triumph circles, but I don't really know much about him. He's located in the mountains of western North Carolina. He sells parts for TR2-6 models as well as GT6, Spitfire, and Stag models, not to mention that other marque, MG (but we won't mention that). He seems to concentrate upgraded parts, like forged pistons and many aluminum parts such as radiators, oil sumps, petrol tanks, and water pump housings, among others. He lists a lightweight steel flywheel (12.25 lbs) for \$498 and an aluminum flywheel (9 lbs) for \$340. By comparison, an iron stock flywheel is 28 pounds for a late TR6. Clearly, there's a bent towards racing stuff, but he also lists many common parts for Triumphs carried by the big three vendors. I haven't compared process to see how competitive he is. That's an exercise left for the Triumph student.



TR250 - TR6 lightweight steel flywheel kit

Here's one you might be interested in: TR250-6 rebuilt differential with Quaife limited slip unit installed – buy it now for \$2725. Sound familiar? Rimmer's lists this for \$2300 plus shipping from the UK. The Quaife LSD unit by itself is listed on French's eBay store for \$1378. He also lists high performance heads and complete engines – a TR6 race engine for \$15,500. This is not something off the shelf, but an offer to build a race engine for you. Shipping is free on the engine and on some of his other items.

Or how about an Eaton supercharger kit for your Spitfire for only \$2824? He claims a 60% increase in horsepower and torque. By the way, the October 2008 edition of VTR's

*The Vintage Triumph* magazine contains an objective and fairly extensive review of Bennett French's installation of a supercharger in a Spitfire 1500.



Spitfire supercharger

His eBay store currently lists about 300 items. Some of the items are made up on-demand. So you could expect to have a delay between the time you buy an item and when you receive it.

So there it is, another cottage industry supporting the Triumph community. I've not had any experience with buying from this vendor. So, I can't comment on dealing with the vendor or on the quality of the products. However, he has a spotless feedback record based on 692 sales to-date.

## Triumph Toolbox

**Tom Burke**



The Holidays have come and gone, January is here and we all know what that means: it's time to go out and blow that Gift Card from Sears or Home Depot or some such toyland for wrenchheads. For some of you, that may mean that it's time to go shopping for an air compressor. Air compressors are the [Red Ryder carbine-action 200-shot range model air rifle](#) of restoration fanatics everywhere. They induce the same kind of backyard fantasies young Ralphie of "A Christmas Story" imagined, only instead of Black Bart, the villain is Rusty Fenders and his speckled mare, Old Paint.



### Triumph Toolbox (Continued from Page 6)

However, unlike Red Ryder air rifles, air compressors come in many sizes with many different specifications. Furthermore, many of the numbers that describe the compressors power really don't tell you much about the work that the compressor can do. Horsepower, tank size, and maximum PSI don't matter nearly as much as CFM (Cubic Feet per Minute). CFM tells you how much air the compressor can move and how fast it can move it. While the CFM output of your compressor is important, you also need to know the CFM AND the PSI requirements of the tools you want to drive.

An air impact wrench needs higher PSI to handle its job, but it operates at a comparatively low CFM, (i.e. 2-4 CFM @ 90 PSI). A spray gun will require higher CFM at a much lower PSI (8-9 CFM @ 40 PSI). A sandblaster or sander/grinder will require more of both (6-12 CFM @ 100 PSI). If you find all this confusing, you are almost ready to buy a compressor.

This might also be a good time to mention that manufacturers know that the prospective buyers are comparing numbers, so they strive to make the specs as transparent as a Treasury Department Bailout. So it's important to ask questions and read the specs carefully. Trying to bring honest comparative standards to this field has involved lawsuits and explaining it would involve several more articles. Suffice to say, if you buy a compressor with at least 15% more CFM/PSI power than your most demanding tool calls for, you should have what you need.

A few other general tips:

- Buy American if you can, Ingersoll-Rand, Emglo, and Quincy are good brands. Campbell-Hausfield is not bad.

- Buy the one that is one step bigger and more expensive than you can afford. You won't be sorry.

- Cast iron compressor pumps are better than aluminum pumps.

- Single Stage compressors have one piston and compress the air once, Two-Stage compressors do it twice, so they work faster and are more efficient. Most 115v. compressors are single-stage. All Two-stage compressors are 230v or gas-powered. People who drop the extra cash for a two-stage get to smile with ill-disguised pity at their single-stage friends.

- High-powered industrial compressors are sometimes wired for three-phase electrics, which your house ain't. So if you're shopping on Craigslist, be sure to ask questions and read the labels closely.

- Lots of folks (me included) have Sears 5 hp air compressors. They will handle air tools well. Painting and sand-blasting a whole car is another story.

- If you're planning to sand-blast or sand or paint, look for at least 60 gallons of tank storage and plan to buy an air dryer system as well.

- Tanks should be drained regularly but often aren't. If you are looking at an old compressor, chances are good that the inside of the compressor tank is rusty. A rusty tank can explode and kill you, and, even worse, damage your car.

All that said, any compressor will change so many things about how you work in your shop, you will wonder how you managed without it. Blowing away dust, grinding off rust, and bolting up engine work is just the beginning. Make sure that your wife sees you sandblasting the old iron lawn furniture or painting the shutters, then go buy another air tool.



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# The Big R in Trip

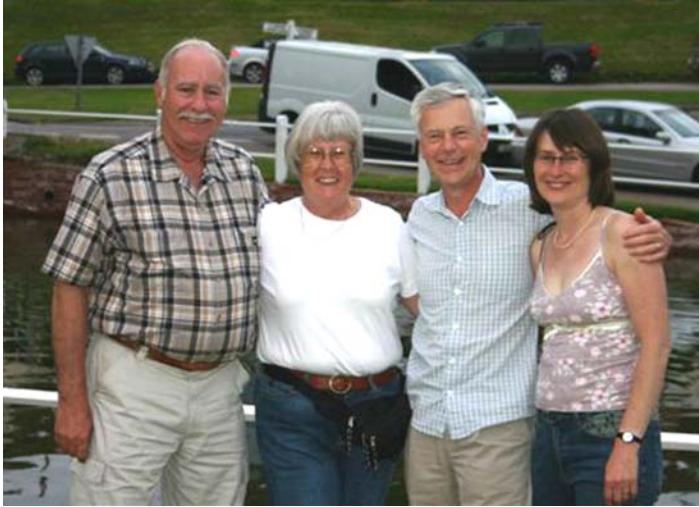
## Part 2

**Bill Goodwin**

Hope you remember Part 1. Back in August and July Carol and I went to Ireland and England. Part 1, Ireland; now Part 2, England.

Up bright and early on Saturday to catch our flight to England. Leaving via County Cork International Airport. Ryan Air operates the just over one hour flight. If you have ever flown Ryan you know they have cheap flights, but charge for everything else! Each bag, carry on. And have a low weight allowance for each. Our bags were quite over the limit. Even our carry on was too large and heavy. One of Carol's cousins (who flies Ryan Often) weighed our bags the night before and so we were prepared to pay an extra 100 Eruo! About \$140.00! Must have been our day, as the ticket agent was having a bad day and didn't bother with the extra charges!

We landed in Bishop's Stortford (just north of London) as we were staying with Peter and Teresa Wenzel. I don't expect you to remember that Peter was one of the team members on my first Round Britain Reliability Run back in 06. Original plan was a two-night stay, but who keeps plans. Carl, who keeps our Dolomite (DollyRoo), could not get the car over on Saturday so we would have to wait a day. Spent Saturday relaxing, drinking beer and good conversation. Sunday morning the Dolomite arrived. This was the first time Carol and I got to see the car in person. Right off I knew I made the right choice, as the car was even more than I expected. To my surprise



*Bill and Carol Goodwin and Peter and Teresa Wenzel*

Carol really, really liked the car!

After lunch we took the car ,which we named Dolly-Roo, out for a drive, dinner and drive. Why DollyRoo you ask? Simple, Dolomite's are referred to as Dolly's in England. The first three letters on the cars license plate is ROO. Hence the name. Peter and Teresa talked us into staying till Wednesday, even though they had to work.



Carol and I spent Monday and Tuesday in London. Carol's first visit to the city. Took the train back and forth each day. Only a 45 minuet ride one way. Our hosts gave us a house key and so all worked well. We were a little late for the changing of the guard at Buckingham Palace, but did see most of it. The crowd was huge! Did most of the tour-



ist things: Big Ben, Tower Bridge, Tower Of London, rode the entire route of a tour bus and the like. On Tuesday we toured the HMS Belfast, a WWII warship that is now a museum just across from the Tower Of London.



### The Big R (*Continued from Page 8*)

Wednesday morning with our trusty Tom Tom all hooked up we and DollyRoo were off to Yorkshire and the towns of Holmfirth and Meltham. On our last visit we fell in love with that whole area. Holmfirth is where "Last of the Summer Wine" is filmed. We have friends in Meltham, Mike and Pam, who own the Greatest Pub in all the land, "The Wagon & Horses," and Steve and Barb Aldred. Once again we stayed in the old, but elegant "Drucker Roos Hotel."

Thursday off south. Long day with many stops. First was the TSSC headquarters in Leicestershire, then the stop you have all been waiting for! Yup, Yup Dave Pearson's "Canley Classics" home of the Herald Limo! You all know I have wanted to buy the Limo for some time. Well here it was in the flesh and FOR SALE, cheap. Carol, as you also know, has said no, no, no for some time. When she saw it, well absolutely, positively, no, no and NO! I am sorry to say that I had to admit the car needed more work than I wanted to take on. The car did sell later and has been on eBay a few times. Seems the buyer only wanted the number plate! Back on the road



and on to Birmingham. Chris and Linda Allen who we bought the Herald Estate from back in 05 invited us to stay over with them. Chris is England's number one expert on Heralds. They took us out to our first Chinese restaurant in England. Did you know the English-Chinese never heard of EGG ROLLS!

Up early Friday as this is the long drive day. Down south to Swindon for a two night stay. We had tickets to the Wroughton car show on Saturday. The show is where we were to meet up with Bill and Karen Davies, who we met on our last trip. Bill and Karen are my team mem-

bers for the 08 RBRR. They also got to see DollyRoo for the first time. After the show we all had dinner back at our motel. Bill is a Herald expert and sells Herald parts for a living.



**Bill and Karen Davies selling Herald parts at the show**

Sunday a short drive to Reading and the home of Jason Chinn and his family. Jason had a nice farewell cook-out planned and Carl was there to take DollyRoo back for safe keeping. Last night in England at the Chinn's and Jason took us to Heathrow for the flight home. So comes the end of a fantastic three week trip.

Next: The 08 RBRR! A word about our Dolomite. This is a great car to tour in. A 4-door saloon with plenty of room for four adults. Ours is equipped with the 2L TR7 engine and overdrive. Large boot for luggage. I think the car is just the right size for the roads, drives and handles very well. Will I bring her back? Maybe, but not just yet. Soon you will know why.



**Peter Wentzell and DollyRoo , Bill's Triumph Dolomite**



## EVENTS

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

**Jan 20** - ESB and Membership meeting, Bentley's Restaurant, Route 50, Falls Church, VA, Paul Scuderi

**Jan 25** - Awards Brunch, VA, Rich Townsend \*CTR\*

**Feb 21 (Corrected Date)** - Winter Dinner, MD, Bill Goodwin \*CTR\*

**Apr 26** - BOG 2009 at Collingwood \*CTR\*

## CLASSIFIED

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

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



**For Sale: 1979 Spitfire.** Pristine driving condition. 95% stock and original in excellent condition. No rust, no body damage. British Racing Green. Overdrive, soft & hard tops plus tonneau & boot cover. 22k mi. \$8,700. Bill Bell. [ToSpace@visuallink.com](mailto:ToSpace@visuallink.com) or 540-837-3061.

**For sale: Original VA license plates** pair of 1957 plates # 804-237 \$35.00 with a 1957 Chesterfield County Rider \$15.00 and a 1957 City of Richmond rider \$15.00. I also have a pair of 1963 VA plates # 8-149 \$45.00 with a 1963 Chesterfield County rider \$15.00. Contact Ken Nachman 804-840-1441 or [kennachman@comcast.net](mailto:kennachman@comcast.net)

**Garage Stuff for sale.** 1. **Bumper hoist**, will lift 2000 pounds 40". Requires 100 psi air pressure. Like new hardly used. I paid \$400.00 for it from Harbor Freight. Asking \$300.00; 2. **Motorcycle jack**, 1500lbs. capacity. brand new.

A great tool for lifting one side of a little Brit. car approx. 24" high for muffler, brakes or clutch work. It distributes the lifting load over a 15" span instead of the 3" span from a standard jack. \$30.00; 3. **Enclosed Trailer** for Cargo or Car Transport. 10,000 lbs. capacity, dual axles, electric brakes. 14.5 feet deep by 7 feet width by 7 feet height, perfect condition has ramps and floor anchors. I used this to store my MG TD and transport it to Middleberg. Asking \$3000.00 Email pictures available; 4. Electric **Squirrel Cage Fan**, 2000 cfm, 220v., came from a heater unit. Free, just take it; 5. **Compressor**, one cylinder, 1/2 hp with 30 gal. tank. Kinda beat up but serviceable. Make an offer. Contact: Joe Cannon 703-280-4104 or email [jpc8904@yahoo.com](mailto:jpc8904@yahoo.com)

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Dale City	<b>Charlie Brown</b> (703) 878-1337 <a href="mailto:cbrownphoto@verizon.net">cbrownphoto@verizon.net</a>

CTR website

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

## THE STANDARD

Published by the Capital Triumph Register  
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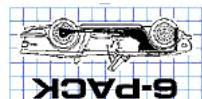
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**TRIUMPH TRIVIA:** What was the original displacement of the Spitfire 1493 cc engine?

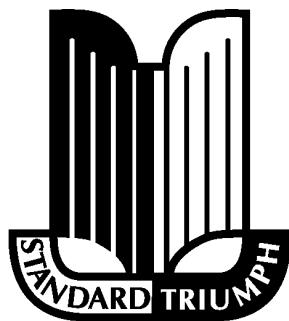
The engine was derived from the 803 cc engine first used in the Standard Eight. In 948 cc, 1147 cc, 1296 cc and 1493 cc versions, it was used in all the Herald and Spitfire models.

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



## Photo Credits

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Page 8 and 9 - Bill Goodwin





# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXI, Number 2, February 2009



*Matt Schipani, Paul Malandrino, Lionel Mitchell and Rich Townsend at the CTR Awards Brunch.  
For more on both the Awards Brunch, please turn to pages 4 and 5.  
And for a list of 2008 participation points winners, please see page 3.*

**PAGES 1, 4 and 5 - CTR Awards Brunch; PAGE 2 - CTR Happenings; CTR Winter Dinner;  
PAGE 3 - Participation Points for 2008; Get Your Hands Dirty (GYHD);  
PAGE 6 - Triumph Toolbox - Air Compressors Revisited; Stag GYHD;  
PAGE 7 - CTR Participation Points Plan; PAGE 8 - My TR6 Restoration;  
PAGE 10 - Events; Classifieds; PAGE 11 - Club Info**



## CTR Happenings

### 2009 Road Trip

It's been suggested that CTR needs a road trip. On August 7 and 8 The Roadster Factory will hold its Summer Party in Armagh and Indiana, Pennsylvania. Several years ago, this was the event to attend each summer. CTR members would make the pilgrimage to western Pennsylvania, camp out on The Roadster Factory's grounds and enjoy three or four days of driving and social events, tech sessions, and a car show in downtown Indiana.

The Summer Party is a great excuse to spend some quality time with our cars and like-minded enthusiasts, especially with the VTR national convention way off on the West Coast this year. In a recent e-mail newsletter, Charles Runyan, owner of The Roadster factory, announced that this year's Summer Party will include autocross and drag racing along with other traditional events.

So far several CTR members have expressed an interest in attending. What do you say? Are you up for it?

### 2009 Events

The January 20<sup>th</sup> ESB meeting has been postponed twice: to January 27<sup>th</sup> due to the Inauguration and to February 3<sup>rd</sup> due to bad weather. The main point of discussion at the ESB meeting will be to flesh out our calendar of events for the early part of 2009.

If you have a suggestion for an event, be it driving, technical or social, please let one of the club officers know. CTR is your club and needs your inputs!

### Britain on the Green

BOG, CTR's largest event, will be held on Sunday, April 26. If you would like to help with this event, contact Tom Burke at [tburke4@aol.com](mailto:tburke4@aol.com) or 703-354-1361. Expect details on a kick-off meeting soon.

### CTR Surveys

CTR will be using its Forum site, <http://www.capitaltriumphregister.com/forum/Blah.pl>? to conduct surveys to determine members' needs and interests. The current

survey asks how many of you have cars in varying states of restoration and will be followed up with a second survey to determine what help you need with them from the club.

If you haven't visited the CTR Forum site yet, please do.

### Save a Tree

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



### Looking back at *The Standard*:

**Volume V1, Number 2  
February 1994**

The February 1994 edition of *The Standard* led off with an article by Rich Chitty detailing a rust repair clinic hosted by Lennie Renkenberger held at his Koachworks shop in Gaithersburg.

A recap of the Winter Dinner showed that bad weather couldn't keep people away — Maureen Royle arrived with her arm in a sling, while Alex and Brigitte Akalovsky managed to drive their Spitfire.

Charlie Brown reported on issues facing the Council of Vehicle Associations that could limit older cars. Charlie wrote a detailed explanation of the workings of the brake system's PDWA or Pressure Differential Warning Actuator.

## CTR Winter Dinner

**February 21<sup>st</sup>, 2009**

CTR's Winter Dinner will be held at a Maryland location on Saturday evening, February 21<sup>st</sup>. Specific details are still in the works, but will be forwarded by e-mail once they firm up. (Does CTR have your current e-mail address?)

For details or to RSVP, contact Bill Goodwin at [redrag@radix.net](mailto:redrag@radix.net) or 301-870-8594.



## CTR Participation Awards for 2008

CTR members were recognized for their participation in 2008 club events at the Awards Brunch held on January 25<sup>th</sup>. As has been the tradition for many years, certificates of recognition were presented to several members for especially noteworthy participation.



CTR Vice President Lionel Mitchell finished first in the points tally in 2008 with points for Britain on the Green, organizing and participating in events, writing for the newsletter and recruiting new members.

Members receiving certificates were: Richard Bohan, Charlie Brown, John and Sara Buescher, Tom Burke, Joe and Rita Cannon, Patrick Carter, Maureen and Jay Donn, Paul, Sharon and Rebecca Edelstein, RJ Fortwengler, Art Fournier, Bill and Carol Goodwin, Bruce and Miriam Hislop, Karl and Penny Johnson, Paul Malandrino, Lionel and Nancy Mitchell, Fred Mittelman, Roger and Peggy Morrison, Stephen Oertwig, German Parraud, Stephen Prior, Matt Schipani, Ira and Mary Schoen, Bill Scroggs, Paul Scuderi, Hank and Judy Seiff, Rich and Lisa Smalling, Rich and Patti Townsend, Bill and Kathy Wemhoff, and Rich and Joanne Wilkins.

Congratulations to all! We hope all our members enjoyed the 2008 season and will participate in many events in 2009.

*(If you could not attend the Awards Brunch, your certificate will be available at upcoming CTR events.)*

## Get Your Hands Dirty

Have a project where you need an extra pair of hands or some technical expertise? CTR tries to have a Get Your Hands Dirty (GYHD) project session every month. For the minor investment of some food and drink, CTR members will descend on your garage like the proverbial plague of locusts to offer brawn, brains and probably a modicum of BS as well. Seriously though, this worked out well in 2008 for a number of our members. And so far, we have four requests for assistance for 2009. One is planned for March 21<sup>st</sup>, but that's flexible. If you are interested, contact Paul Scuderi or one of the ESB members for more information.

- ➔ Paul Scuderi's Stag system check – March 21 (page 6)
- ➔ Bill Goodwin's Herald tub removal
- ➔ Bruce Hislop's TR7 carb work
- ➔ John Buescher's TR6 engine bottom end disassembly

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# 2008 Awards Brunch

**January 25<sup>th</sup>**  
**Rich Townsend**

Didn't you love the atmosphere at Clyde's at Mark Center? I need to talk to their decorator. I want a totally nautical great room with a 40 foot bar, just like the room we were in. The bright colors and boathouse motif were super. Did you notice the sailboat models and hardware all over the restaurant? I really felt like I was in my element. There was even a picture of me on the wall that I do not remember authorizing, nor getting any royalties from. I'm going to let it remain - the wall would have been naked without it.

The Awards Brunch for the 2008 calendar year was held on January 25, 2009 at the Clyde's at Mark Center Restaurant in Alexandria. The Alexandria location was convenient for most all members; at least it was centrally inconvenient for all.

The first of 20-some sign-in sheets for 2009 was generated from the RSVPs for this event. The turn-out was strong – 31 strong – and the high energy in the room was what you'd expect from close friends that have forged a special bond over the past two decades, more and less. If you weren't there, we missed you – and YES, we talked about you.

One CTR VIP not present was the indomitable Charlie Brown. Because of his failing health, he was not up to the event. Please keep Charlie in your thoughts and prayers.

The Annual CTR Awards Brunch is held to recognize those in the Club that supply the glue to hold it together. Points are earned by members who plan and participate in the club events over the course of the year. When the points are totaled, the top awards are formulated.

The awards are traditionally provided by Jeff Burns of Motorhead, Ltd. Make sure to patronize Motorhead when

you have the opportunity. It's a wonderful place for parts, service, and troubleshooting help. Beyond that, it's also a cool place to hang out and see some nice examples of British Iron.

Third place in the points receives a \$50 gift certificate, 2<sup>nd</sup> place gets a \$75 GC, and 1<sup>st</sup> place receives the \$100 GC. Active members not "in the money" receive nice framed commemorative certificates.

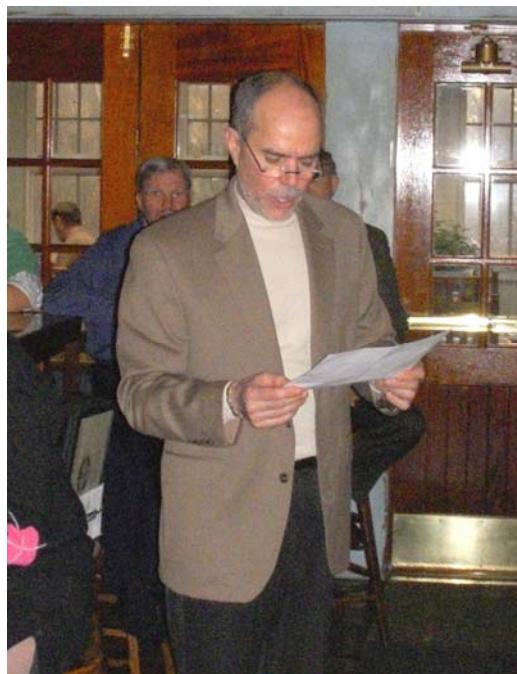
Active participation in our events makes CTR the engine that keeps moving forward. The assembly line workers in Coventry would be proud - and probably amazed - that we, and other Triumph enthusiasts around the world,

have made it part of our lives to sustain the Triumph line, and to actually live the ideal formed through the 50s, 60s, and 70s, of open top, open road driving and exhilaration. It would be so cool to re-live the circumstance under which our cars were purchased new, and who bought and drove them, and know where and when they traveled over the past 50 - 60 years. But I digress.

We convened at 1:00 PM at Clyde's and mixed and mingled for a good long time before ordering. The menu was varied, and I saw people ordering eggs, wings, burgers, chicken, Reubens, etc., and nary was a complaint heard. Draught beer and mixed drinks were readily served up by our private waiter. Seating was cozy in the party room set aside for the Brunch, and enough open room in the middle allowed President Paul

Scuderi to preside over the awards ceremony.

I enjoyed the spectrum of conversation with CTR members – everything from inauguration crowds flying out of Reagan National to restraining orders on significant others. At one point I threw out the idea of attending each and every CTR event in 2009 – running the table! Has anyone done that ever? Is it possible? The competition for next year's awards will be tough. Get your TRs ready for the season, and mark your calendars for another great CTR year.



*And the winner is!*  
**CTR President Paul Scuderi presides over  
the awards presentations**



Nancy Mitchell, Maureen and Jay Donn, and Lionel Mitchell



John Buescher, Karl and Penny Johnson, Kathy and Bill Wemhoff, and Sara Buescher



Sharon and Rebecca Edelstein, Sharon's sister Leslie, Rich Smalling, Paul Scuderi, and Paul Edelstein



Bill Goodwin, Ira and Mary Schoen, Carol Goodwin, Sheila Skipper, and RJ Fortwengler





## Triumph Toolbox

**Joe Cannon**



The Triumph Toolbox article by Tom Burke in last month's newsletter is well said; however, there are a couple of additional things that ought to be considered.

The compressor tank should be as large as affordable, 60 gallons minimum. If you are using a tool that uses more air than the compressor puts out, the tank pressure will continue to decrease until the tool slows down and stops. A larger tank will provide a longer working time before that happens. In a commercial shop that's not acceptable, but in our humble home shops, it's OK. We're not on a flat rate pay scale. A 60 gallon tank will go about 5 to 10 minutes using a sander or sand blaster before it quits. This provides a rest period for you and your weary arm to wait till the tank resumes operating pressure, about 3 minutes. In spray painting the 60 gallon tank is about optimum for our non-professional shop.

The next thing is to choose an upright model with the compressor mounted on top of the tank. Floor space is at a premium in our garages and the horizontal tank models take a lot of floor space unnecessarily. It needs to be pointed out here that upright models are quite top heavy and could fall over if bumped hard, not a good thing to happen. So be sure to anchor the unit to the floor and use rubber vibration dampers or you will feel the vibration all over your concrete floor.

## Man shoots lug nut, injures his leg

Southworth, Washington – A man trying to loosen a stubborn lug nut blasted the wheel with a 12-gauge shotgun, injuring himself badly in both legs, sheriff's deputies said.

The 66-year-old man had been repairing a Lincoln Continental for two weeks at his home northwest of Southworth, about 10 miles southwest of Seattle, and had gotten all but one of the lug nuts off the right rear wheel by Saturday afternoon, Kitsap County Deputy Scott Wilson said.

From about arm's length, the man fired the shotgun at the wheel and was "peppered in both legs with buckshot and debris, with some injuries as high as his chin, according to a sheriff's office report.

The man was taken to Tacoma General Hospital with injuries Deputy Wilson described as severe but not life-threatening.

The East calls it VTR National... The West calls it Triumphfest...  
In 2009, it will be called the Greatest Gathering  
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## Stag GYHD March 21<sup>st</sup>



GYHD equates to GIBOTR, or Get It Back On The Road. I've been working on the Stag for quite a while now, and I'm really close. Need to fill the cooling system, prime the oil pump (using the gauge line), adjust the radiator fan thermostat and test all systems. I'd really like to have the Stag ready for BOG. Care to help?

Saturday, March 21st at 11AM. My house - 25901 Woodfield Rd. Damascus, MD. I'll have coffee and danish to start - lunch to (hopefully) complete. The garage is heated so we're a go even if it's cold outside. RSVPs to Paul - [trsix\\_guy@yahoo.com](mailto:trsix_guy@yahoo.com) or call 240-876-7222. Looking forward to it!



## CTR Participation Points

CTR encourages club members to participate in club events throughout the year. As an *added* incentive (in addition to having fun, of course!), CTR will award “points” to members who participate in club activities, drive their cars, wear club clothing, and assist in club functions.

Each club member who accumulates a significant number of points in a calendar year will receive *special recognition* at our annual Awards Banquet. In addition, the *top three* points earners will receive *valuable gift certificates*. Points are awarded as follows:

<i>Activity</i>	<i>Points</i>
Attending a CTR event	20
Driving your Triumph to the same activity	15
Wearing CTR Club Clothing during the same activity	10
Planning and staging a CTR event (such as a road tour (one day or overnight), holding a tech session, or hosting a social event *)	70
Coordinating and Providing an event held by a third party (not in conjunction with the above) *	25
Contributing an article to <i>The Standard</i> **	25
Signing-on a new member	20
BOG Chair ***	100
BOG Steering Committee or Subcommittee Chair ***	50
BOG Committee Member or BOG Worker (4 hours minimum) ***	25

\* If more than one person works on the above events, the total number of points can be divided between them, however they decide. For suitable CTR events with co-chairs having roughly equal responsibilities (e.g., T4), minimum points per co-chair will be one half the event total (i.e., 35)

\*\* Suitable articles need to be at least 200 words in length or of appropriate technical merit. At the discretion of the newsletter editor, points may also be awarded for significant photographic contributions.

\*\*\* Points may be awarded in up to two BOG categories.



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### Stop me if you've heard this before ...

Alexander Graham Bell invented the Telephone.

Thomas Edison invented the Light Bulb.

Joseph Lucas invented the Short Circuit.



## My TR6 Restoration A Year in Review - 2008

Steve Mumma



January 2008 – Connecticut. TR6 Condition when purchased from Previous Owner. PO lost interest and moved on to a TR3 restoration, but did complete the frame, suspension restoration, and engine and transmission rebuild. Thank you eBay!



Rented a U-Haul trailer, and 9 hours later.... engine sitting in driver compartment, and tranny sitting in passenger compartment. Now where are those assembly instructions?



April 2008 – The BOG, and our Kid's favorite car!



July 2008 – Ready for Paint.



I must put in a plug in for Paul Price at Unlimited Auto Body in New Baltimore/Warrenton, Virginia. Here is Tim Shalvey's TR6, primed and ready for paint (Mallard Blue) at Unlimited.

**My TR6 Restoration (Continued from Page 8)**

August 2008 - Now that Tim's car is through ....mine is next.



October 2008 – Definitely Pimento! A very good job for the money, and nice to work with at Unlimited.



December 2008 – Let the assembly begin! First the engine... with some help from my friends, Lionel Mitchell and Tim Shalvey.



Coming to a highway near you....Summer 2009!

**Personal Triumphs**



# EVENTS

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

**Feb 3 (Rescheduled)** - ESB and Membership meeting, Bentley's Restaurant, Route 50, Falls Church, VA, Paul Scuderi

**Feb 6** - CTR visits the Washington Auto Show, Paul Scuderi  
\*CTR\*

**Feb 21** - Winter Dinner, MD, Bill Goodwin \*CTR\*

**Mar 21** - GYHD Tech Session, Paul Scuderi \*CTR\*

**Apr 26** - BOG 2009 at Collingwood \*CTR\*

**Aug 7-8** - TRF Summer Party, Armagh, PA \*CTR\*

**Sep 30-Oct 4** - VTR National Convention, San Luis Obispo, CA \*CTR\*

# CLASSIFIED

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

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

Other ads are space available only.

**For sale, 1976 TR7 coupe**, VIN #ACL031744U, 76,000 miles, second owner. Original factory brown paint. Recently installed Victoria-British rebuilt transmission, and new fuel tank, clutch, brakes, electric cooling fan, tires and water pump, in addition to re-upholstering the seats. Water pump installed after the engine suddenly overheated, but did not solve problem -- radiator plugged???

Car needs a better mechanic/restorer than me. Ran well before overheating. Had always been garaged. Needs rear parcel shelf reupholstered, wheels have some surface rust. Air conditioning works, radio does not. Shop manual included. Best offer. Respond to:

[stan.suboleski@verizon.net](mailto:stan.suboleski@verizon.net) or call 804-639-6290.

**For sale: Original VA license plates** pair of 1957 plates # 804-237 \$35.00 with a 1957 Chesterfield County Rider \$15.00 and a 1957 City of Richmond rider \$15.00. I also have a pair of 1963 VA plates # 8-149 \$45.00 with a 1963 Chesterfield County rider \$15.00. Contact Ken Nachman 804-840-1441 or [kennachman@comcast.net](mailto:kennachman@comcast.net)

**Garage Stuff for sale.** 1. **Bumper hoist**, will lift 2000 pounds 40". Requires 100 psi air pressure. Like new hardly used. I paid \$400.00 for it from Harbor Freight. Asking \$300.00; 2. **Enclosed Trailer** for Cargo or Car Transport.

10,000 lbs. capacity, dual axles, electric brakes. 14.5 feet deep by 7 feet width by 7 feet height, perfect condition has ramps and floor anchors. I used this to store my MG TD and transport it to Middleberg. Asking \$2000.00 Email pictures available; Contact: Joe Cannon 703-280-4104 or email [jpc8904@yahoo.com](mailto:jpc8904@yahoo.com)

**For Sale: 1979 Spitfire.** Pristine driving condition. 95% stock and original in excellent condition. No rust, no body damage. British Racing Green. Overdrive, soft & hard tops plus tonneau & boot cover. 22k mi. \$8,700. Bill Bell. [ToSpace@visuallink.com](mailto:ToSpace@visuallink.com) or 540-837-3061.



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CTR website

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## THE STANDARD

Published by the Capital Triumph Register  
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 4729 Willows Road, Chesapeake Beach, MD 20732-4221  
 Phone - (410) 535-0690  
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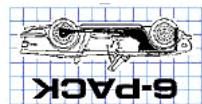
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<b>GT6</b>	<b>George Earwaker</b> (703) 204-1104
<b>Herald</b>	<b>Bill Goodwin</b> (301) 870-8594 <a href="mailto:redrag@radix.net">redrag@radix.net</a>
<b>Spitfire</b>	<b>Charlie Brown</b> (703) 878-1337 <a href="mailto:cbrownphoto@verizon.net">cbrownphoto@verizon.net</a>
<b>Stag</b>	<b>Glenn Minucci</b> (301) 862-5433 <a href="mailto:gminucci@paxr.veridian.com">gminucci@paxr.veridian.com</a>
<b>Autocross</b>	<b>Charlie Brown</b> (703) 878-1337 <a href="mailto:cbrownphoto@verizon.net">cbrownphoto@verizon.net</a>
<b>Racing</b>	<b>Ira Schoen</b> (703) 698-1691 <a href="mailto:pterodactyl711@aol.com">pterodactyl711@aol.com</a>



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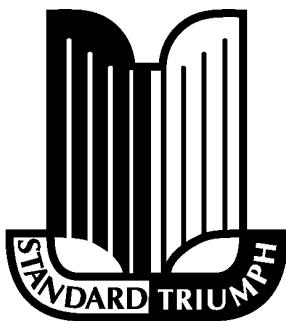
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**TRIUMPH TRIVIA:** Which were produced in larger numbers — TR6s or TR7s?

Over 112,000 TR7s were produced compared to 94,000 "large" Triumph sports cars.



**Deadline for  
the next issue of  
*The Standard:*  
February 27<sup>th</sup>!**



## Photo Credits

Pages 1, 4 and 5  
- Art Fournier  
Page 6 - Paul Scuderi  
Page 8 and 9 - Steve Mumma



# THE STANDARD

The Official Publication of the  
***Capital Triumph Register***

Volume XXI, Number 3, March 2009



*Charlie Brown  
Founder, Mentor, Friend  
September 5, 1947 - February 1, 2009*

PAGES 1, 2 and 3 - Charlie Brown; PAGE 2 - CTR Happenings; GYHD - Stag;  
PAGE 4 - BOG Planning; Collingwood Clean Up; PAGE 5 - Hard Winter into Spring;  
PAGE 6 - Washington Auto Show; PAGE 7 - CTR Winter Dinner;  
PAGES 8-9 - Another Big R - Round Britain Reliability Run;  
PAGE 10 - Events; Classifieds; PAGE 11 - Club Info



## CTR Happenings

### Welcome to CTR!

Please join us in welcoming CTR's newest members:

- Stuart Honick, Linwood, NJ, 1976 mimosa yellow TR6
- Corey Zimmerman, Leesburg, VA, 1965 brown (soon to be red) TR4A

### 2009 Events

The CTR calendar on page 10 of this issue of the newsletter now includes a number of events for the upcoming months. As time goes by, we'll flesh it out with further details.

### CTR Surveys

CTR will use its Forum site, [www.capitaltriumphregister.com/forum/Blah.pl](http://www.capitaltriumphregister.com/forum/Blah.pl)? to conduct surveys to determine members' needs and interests. The current survey asks how many of you have cars in varying states of restoration and will be followed up with a second survey to determine what help you need with them from the club.

If you haven't visited the CTR Forum site yet, please do.



### Looking back at *The Standard*:

#### Volume V1, Number 3 March 1994

The leadoff article in the March 1994 edition of *The Standard* was a recap by Charlie Brown of the club's participation in a very rainy Washington's birthday parade in Alexandria. Participants included Charlie, Keith Dunklee, Hank and Danny Seiff, Brian Lee and Frank San Pietro.

Also included were articles on the club's Winter Dinner; Spring Tune-Up, which was to be held at Dick and Carmen Thigpen's home; and the club's third annual car show to be held as part of the Southern Maryland Celtic Festival.

Tony Vizzini described his personal Triumph, his 1973 TR6. And Karl Johnson provided a tech tip on installing window waist seal clips, a subject we revisited during the 2008 T4 tech session.

## Charlie Brown

On February 1<sup>st</sup>, 2009 the British Car Community suffered a tragic loss. Charlie Brown, CTR founder, BOG founder, and all-around great guy, passed away from complications from prostate cancer. Charlie's hard work, inspiration, and creativity enriched everyone around him, especially those who enjoy classic cars. His Spitfire, the "Green Weenie," was a perfect show car and a fast auto-crosser. Charlie's technical know-how helped many CTR members keep their cars on the road and his good-natured camaraderie brought many new members into the hobby.

Charlie was active this past year in Us TOO International, Inc., a Prostate Cancer Education and Support Network ([www.ustoo.org](http://www.ustoo.org)). You may wish to consider making a donation to Us TOO in his name.

Charlie's website has been set-up as a memorial at: [www.charliebrownphoto.com](http://www.charliebrownphoto.com)

## GYHD - Stag

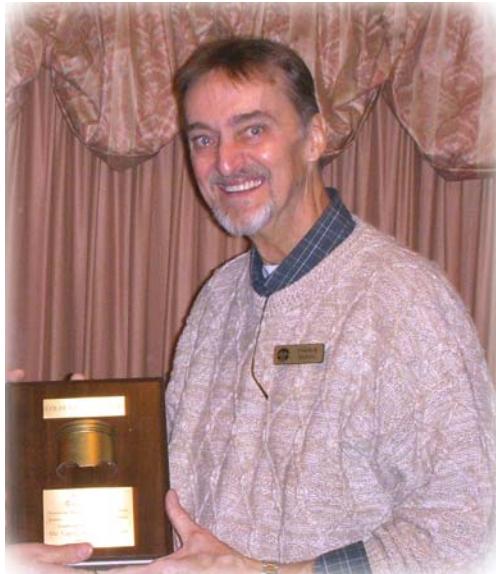
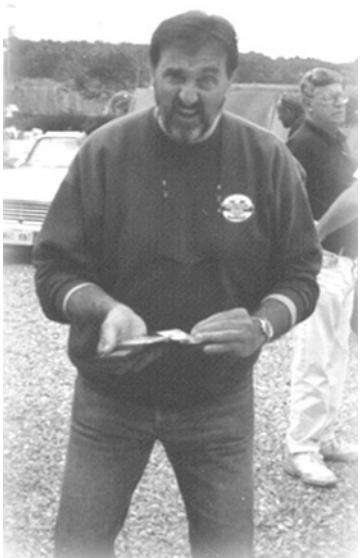
March 21<sup>st</sup>, 2009

Paul Scuderi



GYHD equates to GIBOTR, or Get It Back OnThe Road. I've been working on the Stag for quite a while now, and I'm really close. Need to fill the cooling system, prime the oil pump (using the gauge line), adjust the radiator fan thermostat and test all systems. I'd really like to have the Stag ready for BOG. Care to help?

Saturday, March 21<sup>st</sup> at 11AM. My house - 25901 Woodfield Road, Damascus, MD. I'll have coffee and danish to start and lunch to (hopefully) complete. The garage is heated so we're a go even if it's cold outside. RSVPs to Paul - [tsix\\_guy@yahoo.com](mailto:tsix_guy@yahoo.com) or call 240-876-7222. Looking forward to it!



## *Charlie Brown*





## BOG Planning

On Saturday, March 7<sup>th</sup>, several CTR members met at Collingwood to walk the grounds and get a feel for layout changes brought about by construction of the new carriage house and improved access road. We were pleasantly surprised to find an Eagle Scout project on-going that will add a new and more gently sloped access road to the lower field—no more hill climb!

To make BOG a success, we need a lot of support from a lot of CTR members, relatives and friends. To find out how you can help, contact BOG Co-Coordinator Tom Burke at [tburke4@aol.com](mailto:tburke4@aol.com) or 703-354-1361.



*Left to right, Art Fournier, Jerry Kunkel of the Collingwood Foundation, JP Puckett, Stephen Prior, Paul Edelstein, Tom Burke, Lionel Mitchell and Mike Dunlap take a break by the Potomac while walking the grounds at Collingwood.*



*Left to right, JP and Emma Puckett, Tom Burke, Mike Dunlap, Rob Reynolds, Paul Edelstein and Art Fournier admire Mike's nicely restored TR7 at Collingwood on March 7<sup>th</sup>.*

## Collingwood Cleanup March 14<sup>th</sup>

Each year CTR members lend a hand to help clean up the Collingwood grounds in preparation for spring events, which include, of course, our own Britain On the Green car show. This year's cleanup will take place on Saturday, March 14<sup>th</sup>, which is a bit earlier than usual.

The work isn't that hard, usually just hauling off limbs and the like that have come down over the winter. Dress for the occasion with heavy shoes and work gloves.

And there is a reward. The Collingwood Foundation members prepare a steak lunch for those who contribute their time in the morning.

If you can help for a few hours, plan to arrive at Collingwood around 9:00 AM or so. For additional information, contact Tom Burke at [tburke4@aol.com](mailto:tburke4@aol.com) or 703-354-1361.

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# Hard Winter Into Spring

**Tom Burke, BOG Co-Coordinator**

This has been a hard Winter. CTR lost its founding member and guiding light, Charlie Brown, to prostate and bone cancer. However, we get to keep and treasure our memories of this gentle, "crabby" man who brought so many of us into the club. We also get to keep and sustain his finest work, Britain On the Green. Though Charlie would be the first to tell you that BOG is the product of the hard work of a team of dedicated enthusiasts, all of us who work on it know that it was Charlie who set the standard. He always knew a good idea from a bad one, and he always knew how to make the show better each year. His unlimited graphic talents created many of the publications used in the show, most particularly, the posters that have been a highlight of the past three years, that now grace garage walls and homes across the Mid-Atlantic.



The posters Charlie designed always featured a Triumph displayed next to one of the iconic views of Britain On the Green at Collingwood. This year's poster will also feature a pair of CTR icons, Charlie himself, and his Spitfire, the Green Weenie, a road-ready, auto-cross weekend warrior that was Charlie's personal expression of what a sports car should be. It may seem a bit too somber and a bit too sad to depict BOG 2009 in this way, but we need to remember that the cars, and the mansion, and the Green itself are all just things. Before any of these, BOG was an idea, formed in Charlie Brown's mind

and built with the same meticulous care that he put into his car. This year, as we salute him and all the hard work he put into BOG, we know that Charlie would say, once again, "Hey, it was you guys who did all the work."



We also like to think that Charlie would be pleased with our ongoing memorial, a new trophy, the Charlie Brown Award, given to the best "Resto-Mod," for modified cars that, like the Green Weenie, embody one person's unique vision of their British car.

As usual, we invite everyone to participate in Britain On the Green. Bring your car; enjoy the day, the food and the Green and all the immaculate cars. Please join us in working on the show if you can. Do remember Charlie, but, mostly, have fun. To Charlie, and to all of us, that's what it's all about.

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## Washington Auto Show February 6<sup>th</sup>

In what has become an annual winter event, CTR members attended the Washington Auto Show on Friday evening, February 6<sup>th</sup>. After meeting at the Old Dominion Brew House, our group made its way to Washington's cavernous Convention Center to see what was new from automakers in these troubled economic times. As could be expected, there were several alternative fuel cars, including some very sporty electrically powered cars.

Thanks go to Paul Scuderi for coordinating our participation and for coming up with the block of passes that got us in for free! Not a bad way for a bunch of gear heads to spend a winter evening.



*Art Fournier, Karl Johnson, Paul Scuderi, John Buescher, Matt Scipani and Tom Burke in front of an electric Dodge EV*



*Tom Burke and Karl Johnson try a Mini on for size*



*RJ Fortwengler, Paul Edelstein and Karl Johnson taking in a display at this year's Washington Auto Show*



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# CTR Winter Dinner

## February 21<sup>st</sup>

Through the winter months when many of our cars are carefully stored away, CTR holds a series of social events where we can get together, socialize and, of course, talk about Triumphs. In December it's the Holiday Party, in January it's the Awards Brunch, and in February it's the Winter Dinner.

This year's Winter Dinner was held at the Glory Days restaurant in Bowie, Maryland, where close to 20 CTR members enjoyed a leisurely meal in a private room.

Our thanks go to Bruce Hislop for scouting out the restaurant and coordinating the event.



*Bill Goodwin and Pam Michell*



*David Dougherty and Sherman Taffel*



*Art Fournier and Penny Johnson*



*Above - Miriam and Bruce Hislop  
Left - Camellia Blackwell and Beverly Dougherty*





# ANOTHER BIG “R”

## London - John o'Groats - Lands End - London

Bill Goodwin

Funny how time flies, it's been more than two years since my first Round Britain Reliability Run. Also known as the RBRR. A challenge for man and car. 2,000 miles in 48 hours.

As most of you know I had such a great time then, that I had to do it again. The run is put on by Club Triumph in England, and runs every other year. Just after the first run I started making plans for the next one. While I could have been part of the same team, I thought for the second outing I would field my own. Of course, that meant I had to provide a car. Although most teams have a crew of two, I prefer three. Three in a Herald is kind of tight, so this gave me the excuse I needed to add another Triumph to my fleet. Car of choice turned out to be a 1972 Dolomite 1850 I named “DollyRoo.”



*DollyRoo at the start. One of 110 Triumphs. (If you look closely, you can see U.S. and Maryland flags on the door and a CTR decal on the windshield.)*

Next, the team. At first a good friend wanted to go, but problems with scheduling meant a no-go. I knew a couple in England who had expressed interest and with a quick call I had a team. Bill and Karen Davies, who Carol and I had met back in '05 when we went over to buy our Herald Estate. All was set and we entered at number 44 of 110 teams.

Monday September 29 off the England on the red eye. Good mate Jason Chinn met me at Heathrow for a short stay at his house. On Thursday Karen picked me up in DollyRoo, we met up with Bill and had a good meal, final preparations and a good night's sleep. Up early Friday morning to finish prepping the car

and off to the start. When we arrived at the Plough Pub in Crews Hill, most of the entries were already there. The sight of 110 Triumphs is a sight to see. After some last minute instructions by Chief Organizer Tim Bancroft we were off.



*Lifeboat Willie at the RBRR start.*

First car out at 6:30 PM. Heading north to the first check point, the Blythe service area a quick stop. Next still heading north to Scotland and Edinburgh Airport for a late night snack. Next stop, John-O-Groats! From the start to about an hour or so from John-O-Groats it's all night driving. Little to see except the many Triumphs you pass and get passed by between check points. About sunrise the weather started getting cold and with rain mixed with sleet made for some dicey driving. We stopped for gas and a coffee. Cold outside the car! Off in the distance we could see snow! This was the first time for Karen to be this far north. The sight of northern Scotland and the sun rising over the North Sea is one of the high points of the run. 8 AM arrived John-O-Groats and well needed meal. Like last time, the folks here go all out for us with a full English breakfast. Since this was the first time Bill and Karen has been in this part of Scotland, I had us make the detour to Dunnet Head, the “Most Northerly of Mainland Britain.” More cold and a thin layer of ice and like last time very windy!

Now for some fun, weather clearing and rain stopped for now. From here to lunch we take a back country windy, challenging road south. Good test for car and driver. Some say this is the best



*Heading south in Scotland*



### Another Big R (*Continued from Page 8*)

part of the whole trip. About noon we arrive at Cannon Bridge. Check point and lunch. Back on the road we skirt along Loch Ness. As last time, no Nessie! Where is Joe Cannon when we need him? The day is winding down as we make our way to Morrisons Garage for dinner. Morrisons is one of the last dealers to sell New Triumphs. Here is where everyone gets the cherished "Scotch Pie." Don't know (and not goanna ask) what's in them, but they are good.



**Bill Davies, Dave Pearson and Jason Chinn enjoy Scotch pies.**

This puts us at the half way point, 24 hours so far with only 24 more hours to go! Car and driver's holding up, no problems and we think we are averaging around 35 mpg. Hard to figure as gas is sold in liters. Back to darkness and more rain as we push on south. After about 4 hours driving through some hard rain we arrive at the Lancaster Service Area check point. Saturday night is where we travel through Wales and some interesting roads. Shame it's dark. Two more check points during the night and more hard rain!

Shortly after the last checkpoint we came up on a Vitesse with faulty brake lights. Bill who sells Herald/Vitesse parts had a good supply of spares with us. We pulled into a service station and Bill fixed the problem. An incorrect spring under the dash. All cars have a cell phone and a list with everyone's number.

Back on the road and the fog rolled in! Visibility now 0; that's right nothing. Finally Sunup, Sunday morning and Land's End. This is a long stop with plenty of time for breakfast and rest. Weather, cold with a mist and light rain. Shame as the view of the ocean is worth the trip. After breakfast short hop to the RNLI Lifeboat station. Each year the run selects a charity to raise money. This year the charity was the RNLI. England surrounded by water has many volunteers who man lifeboat stations along the coast. Like our volunteer fire departments. You are never more than 75 miles from the ocean or sea anywhere in

England. Fantastic tour of a large life saving boat.

Now the long, long road back to North London. High Noon, arrive at Badgers Holt. Nice little place in the Dartmore area. Loved the view last time and hope to someday come back and spend time in this part of England. Weather cleared some, but like last time I was asleep (dead) from the lifeboat to this stop.

Next is the stop we all wait for. A sleepy little town of Pimperne Village. The ladies have every kind of cake, pie and sweets for us. This stop normally gets the vote for best stop. While here we got some bad news. Jason Chinn and Dave Pearson (of Canley Classics) broke down and were out for good. They entered an Atlas Van! Top speed about 50 mph and they had been doing great. We had just passed them. We were also Jason's ride home after the run. A rear wheel bearing let go.



**The Atlas Van owned by Dave Pearson of Canley's Classics just before it broke down.**

One more checkpoint, the TR Register Offices and then the Plough. We made it. Team and car performed great! Out of 110 cars to start, 92 made the finish. I don't know if I will do another, but with two under my belt and the memories, will see what happens in two years. The thrill of driving just under 2,000 miles and seeing all my friends I've made in England over the years, it will be hard not to do another. Many, Many Thanks to my Team of Bill and Karen. No one could ask for a better team! There was one other from the states who took part, Pat Barber, who you may know from the VTR. He teamed with Carl Shakespeare in Carl's Dolomite Sprint.

If you would like to learn more or see pictures others took, contact me. I know some are curious about DollyRoo and will she come here? Well not yet as I have entered the Club Triumph's 10CR coming in September. Will team up with Ashley Mills and Peter Wenzel. This is a 5-day event through 10 countries in Europe.



# EVENTS

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

- Mar 11** - BOG Meeting, Tom Burke
- Mar 14** - Collingwood Cleanup, Tom Burke \*CTR\*
- Mar 21** - GYHD Tech Session, Paul Scuderi \*CTR\*
- Mar 24** - ESB Meeting, Paul Scuderi
- Mar 28** - BOG Meeting, Tom Burke
- Apr 22** - BOG Stuffing Party, Tom Burke
- Apr 26** - BOG 2009 at Collingwood \*CTR\*
- May 1-3 - NE Rally, Beech Lake, PA, Bill Goodwin
- May 1-3 - Jefferson 500, Summit Point, WV
- May 3 - Williamsburg British & European Car Show, [www.wmgbrit.com](http://www.wmgbrit.com) and 757-258-0899
- May 9** - Knock the Dust Off Run, Tom Burke \*CTR\*
- May 15-17 - Carlisle Import, Kit and Replica Show
- May 17** - BOG TGIO, Tom Burke
- May 19** - ESB Meeting, Paul Scuderi
- May 30-31** - Roanoke Overnighter, Lionel Mitchell \*CTR\*
- May 31-Jun 7 - British Car Week, [www.britishcarweek.org](http://www.britishcarweek.org)
- Jun 6-7 - Orphan Car Tour, Frederick, Jon Battle, 703-392-6870 or [TourDirector@orphancartour.org](mailto:TourDirector@orphancartour.org)
- Jun 7** - The Original British Car Day, [www.chesapeakegmtclub.com](http://www.chesapeakegmtclub.com) \*CTR\*
- Jun 17-20, TRA National, WV, [www.triumphregister.com](http://www.triumphregister.com)
- Jun 20** - CTR goes to the Ball Game, Bruce Hislop \*CTR\*
- Jun 21 - Sully Show, [www.gwcmolda.com](http://www.gwcmolda.com)
- Jul 11** - Damascus Day Show, Paul Scuderi \*CTR\*
- Jul 21** - ESB Meeting, Paul Scuderi
- Jul 25** - Lucas Tour, Paul Edelstein \*CTR\*
- Aug 7-8** - TRF Summer Party, Armagh, PA \*CTR\*
- Aug 15** - GYHD, Matt Schipani \*CTR\*
- Aug 23** - Cruisin’ for Crustaceans, Art Fournier \*CTR\*
- Aug 30** - Picnic, Bill Goodwin \*CTR\*
- Sep 6 - VA Scottish Games Car Show, [www.vascottishgames.org](http://www.vascottishgames.org)
- Sep 15** - ESB Meeting, Paul Scuderi
- Sep 19 - Manassas Antique Car Meet, <http://local.aaca.org/bullrun>
- Sep 20 - Classics on the James Show, [www.cvbc.org](http://www.cvbc.org)
- Sep 20 - Meeting of the Marques, [www.swscc.org](http://www.swscc.org)
- Sep 24-26 - 6-Pack Trials, [www.6-pack.org](http://www.6-pack.org)
- Sep 26 - MGs on the Rocks Show, [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)
- Sep 30-Oct 4** - VTR National Convention, San Luis Obispo, CA \*CTR\*
- Oct 3-4** - Berkeley Springs Overnighter \*CTR\*
- Oct 10 - TRAC Brits By the Bay Show, [www.trac ltd.org](http://www.trac ltd.org)
- Oct 11** - Hunt Country Classic and CTR Picnic \*CTR\*
- Oct 17 - Rockville Antiques & Classics Show, [www.rockville md.gov/events/carshow.htm](http://www.rockville md.gov/events/carshow.htm)
- Nov 17** - ESB Meeting, Paul Scuderi
- Dec 6** - CTR Holiday Party \*CTR\*

# CLASSIFIED

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

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

**For Sale:** 1974 TR6, 80% restored, solid body, new fenders, rebuilt engine, complete upholstery kit, many extras. \$4,500.00 Call Bob at 540-898-3763

**For sale, 1976 TR7 coupe**, VIN #ACL031744U, 76,000 miles, second owner. Original factory brown paint. Recently installed Victoria-British rebuilt transmission, and new fuel tank, clutch, brakes, electric cooling fan, tires and water pump, in addition to re-upholstering the seats. Water pump installed after the engine suddenly overheated, but did not solve problem -- radiator plugged??

Car needs a better mechanic/restorer than me. Ran well before overheating. Had always been garaged. Needs rear parcel shelf reupholstered, wheels have some surface rust. Air conditioning works, radio does not. Shop manual included. Best offer. Respond to: [stan.suboleski@verizon.net](mailto:stan.suboleski@verizon.net) or call 804-639-6290.

**Garage Stuff for sale.** 1. **Bumper hoist**, will lift 2000 pounds 40”. Requires 100 psi air pressure. Like new hardly used. I paid \$400.00 for it from Harbor Freight. Asking \$300.00; 2. **Enclosed Trailer** for Cargo or Car Transport. 10,000 lbs. capacity, dual axles, electric brakes. 14.5 feet deep by 7 feet width by 7 feet height, perfect condition has ramps and floor anchors. I used this to store my MG TD and transport it to Middleberg. Asking \$2000.00 Email pictures available; Contact: Joe Cannon 703-280-4104 or email [jpc8904@yahoo.com](mailto:jpc8904@yahoo.com)

**For Sale: 1979 Spitfire.** Pristine driving condition. 95% stock and original in excellent condition. No rust, no body damage. British Racing Green. Overdrive, soft & hard tops plus tonneau & boot cover. 22k mi. \$8,700. Bill Bell. [ToSpace@visuallink.com](mailto:ToSpace@visuallink.com) or 540-837-3061.





# CLUB OFFICERS

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## THE STANDARD

Published by the Capital Triumph Register  
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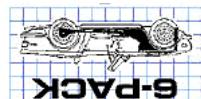
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# THE STANDARD

**TRIUMPH TRIVIA:** Which Triumph models were code named Zobo and Bomb?

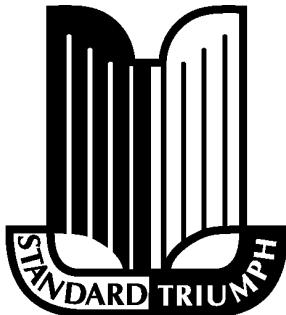
The Herald and Spitfire were given the pre-production code names Zobo and Bomb.



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

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# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXI, Number 4, April 2009

BOG: April 26<sup>th</sup>!



*Paul Edelstein, George Earwaker and Bruce Hislop puzzle over the idle speed in Bruce's TR7 during a Get Your Hands Dirty tech session at Bill Goodwin's on February 28<sup>th</sup>. For more on the GYHD session, see page 3.*

**PAGES 1 and 3 - GYHD - Herald Body Tub; PAGE 2 - CTR Happenings; GW Parkway Run;**  
**PAGE 4 - Time Warp - Roanoke Overnighter; PAGE 5 - GYHD - Stag Cooling System;**  
**PAGE 6 - Personal Triumphs - My Way to a Restoration;**  
**PAGE 8 - Triumph Trans-America Charity Drive;**  
**PAGE 10 - Events; Classifieds; PAGE 11 - Club Info**

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## CTR Happenings

### **Stephen Oertwig takes on a VTR Position**

Stephen Oertwig has stepped up to the position of Vintage Triumph Register's Assistant Membership Secretary and is responsible for back issues of their bi-monthly magazine, *The Vintage Triumph*. Steve and his wife Ho Yong are familiar faces at Capital Triumph Register and Richmond Triumph Register events, usually driving from Fredericksburg in their GT6. Steve has been a long term member of VTR and has held a variety of position in VTR chapters throughout the country.

### **Trans-America Charity Tour**

John Macartney of England will be driving a Stag over much of the United States and Canada this summer as a charity fund-raiser. Details are on pages 8 and 9 of this issue. On Thursday, July 9th, John will be passing through Washington, DC. We are hoping to arrange a get-together with John that evening as well as provide a Triumph caravan to escort him through our nation's capital.

### **The Road to the Lower Field at Collingwood**

As we get close to Britain on the Green, it's become obvious that the road to the lower show field at Collingwood needs a bit more work. CTR is organizing a gravel spreading party, probably on Saturday, April 18<sup>th</sup>. Expect details by e-mail, or contact Tom Burke if you are willing to lend a hand.

### **And Speaking of Britain on the Green**

We can really use your help, if only for an hour or two, on the day of the show, Sunday, April 26<sup>th</sup>. Contact Tom Burke at 703-354-1361 or tburke4@aol.com to find out what you can do!

### **TRF Summer Party, August 7<sup>th</sup> and 8<sup>th</sup>**

Don't forget to sign up for The Roadster Factory's Summer Party, which we're hoping to make a CTR tour-de-force. Registration is \$79.95 until May 1<sup>st</sup>, then \$99.95 until June 30<sup>th</sup>, and \$119.95 thereafter. Tee shirts are \$9.99. Among many other activities there will be drag race and autocross events. This year Summer Party will have an African Safari theme.

### **E-Mail Event Notification**

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change.

## New Route for Our GW Parkway Run

**April 11<sup>th</sup>, 2009, 9:45 AM**

**Paul Scuderi**



Tour of one of the most scenic roads in the Washington DC area, the GW Parkway. Our run will begin at the north end (American Legion Bridge) of the Parkway, gliding south alongside the Potomac, shooting into DC for a monument spin AND A STOP IN EAST POTOMAC PARK, then back out onto the Parkway via Route 1, through Alexandria and then on to Mount Vernon Circle. Lunch will follow.

**NOTE:** Due to construction, we'll not be stopping at the Marina this year!

Instructions are as follows:

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

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

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

To RSVP, for info, or for our exact route, email Paul at: trsix\_guy@yahoo.com.

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



## GYHD: Herald Body Tub and TR7 Cars

CTR held its first Get Your Hands Dirty tech session of the year on February 28<sup>th</sup> at Bill Goodwin's garage (and home) in Bryantown, Maryland. The primary purpose of the session was to separate the body tub from the chassis on the Herald convertible Bill is restoring. Bill had done a thorough prep job and had removed virtually everything from the stripped down car. The body tub came off easily and was soon sitting on end in the back of the garage. The bonnet still needed to have its hinge bolts removed, but it very quickly followed the body tub to the back of the garage.

Then it was time for lunch, an adult beverage or two and, of course, a few minutes admiring Bill's amazing collection of Lionel trains.

Then it was on to the second job of the day: sorting out why Bruce Hislop's TR7 idles so fast when the engine is warm. A lot of poking, prodding and partial disassembly before a carburetor fuel leak was uncovered. A cherry red catalytic converter gave some hint as to where the excess fuel was going. Time for a ginger drive home to Crofton and a chat with the folks who had tuned the engine.

CTR's GYHD tech sessions are a great way to get a little help and expertise on your project. They're also a chance to learn a little more about our cars by helping with someone else's project.



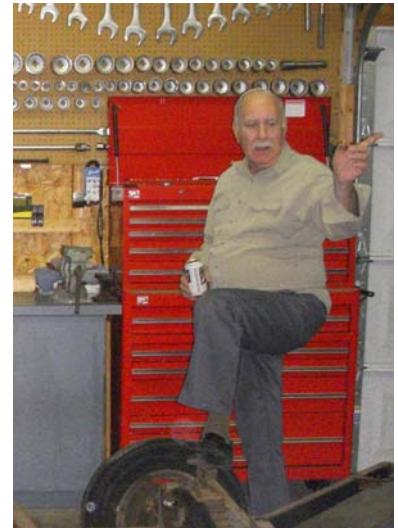
*Bruce Hislop, George Earwaker, JP Puckett, RJ Fortwengler, Paul Edelstein and Art Fournier smile after lifting the body tub (center) off Bill Goodwin's Herald*



*Art and George are distracted while RJ focuses in on the TR7*



*Left - Bill Goodwin loosens the bonnet bolts  
Above - Contemplating the task at hand  
Right - Bill looks pleased with the overall condition of the Herald frame*





# Let's Do the Time Warp Again: The Road Trip

Lionel Mitchell

You may remember the article in *The Standard* last August about Webb Motors in Roanoke, Virginia: an original British Leyland dealer still in business as a British car restoration business, with the original owner and two of his original employees. Well, get ready for a road trip! We're planning an overnighter to Webb Motors on May 30-31. We'll motor down on express roads on Saturday to give ourselves time to tour the Webb facility and see all the British cars there. Saturday night, we'll stay at the Peaks of Otter Lodge on the beautiful Blue Ridge Parkway. Sunday morning, after a leisurely breakfast buffet at the Lodge, we'll motor north on the Parkway, stopping to take in the breath-taking vistas. I talked with Byron Webb and his business associate, Louie Cross, recently to arrange our visit. Louie said he would invite the local British car club members to come over on Saturday. We're also inviting our friends from the Richmond Triumph Register to attend. So, this promises to be an outstanding event – almost like a mini-VTR convention: a great drive and lots of British cars and enthusiasts in a beautiful setting. So, mark your calendars and prepare your cars (driving your British car is not required but why not?). Below is a tentative itinerary. If you're considering making this trek, be sure to make your reservation at the Peaks of Otter Lodge soon. The manager there told me they have plenty of rooms for that weekend, but don't wait too long.

- Depart from Haymarket Sheetz @ 8 AM, Saturday, May 30
- Travel from Haymarket to Lynchburg on US 29 (3.5 hrs w/ one stop)
- Travel from Lynchburg to Roanoke on US 460 (1 hr)
- Arrive in Roanoke @ 12:30 PM
- Lunch in Roanoke
- Arrive @ Webb Motors @ 2 PM for 2-3 hr tour
- Depart from Roanoke @ 4-5 PM
- Arrive @ Peaks of Otter Lodge @ 5-6 PM
- Check-in, meet for dinner @ Lodge @ 6-7 PM
- Breakfast/Brunch @ Lodge
- Depart Lodge @ 11 AM on Blue Ridge Parkway North
- Lunch at Otter Falls café ~ 1 PM
- Exit Parkway at @ end @ Afton ~ 4 PM
- Travel on US 250 from Afton to Charlottesville (0.5 hrs)
- Travel on US 29 from Charlottesville to Haymarket (1.5 hrs)
- Arrive in Haymarket @ 6 PM, Sunday, May 31



People can choose to exit the Parkway earlier to return home sooner. We can review these options during the trip. Times may vary and your mileage may differ.

The rooms at the Lodge are \$125 per night (\$137 with tax), double or single occupancy. They offer 10% discount for military AAA, and AARP. The Lodge does not offer a room discount with the number of people we're likely to have. After you've made your room reservation, please email me ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) to let me know. I'd like to get a count before we go.

Here are the links for Webb Motors and the Peaks of Otter Lodge:

<http://www.framedbylouie.com/>  
<http://www.peaksofotter.com/>

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# GYHD: Stag Cooling System

March 21<sup>st</sup>

**Paul Scuderi**

We managed to fill the cooling system.....well, we MIGHT have filled the system. The TR8 spec states the capacity is 21 to 24 pints, or 2-1/2 to 3 gallons. However, that's the spec on the TR8. My Stag is a one-of-a-kind, with the Rover engine, custom hose configuration and a custom radiator. We managed to get only 1-1/2 gallons into the system, using lots of patience with Art pumping the radiator hose to flush air from the system. We also ran the engine until the thermostat opened, hoping this would allow air to escape into the radiator and subsequently, out of the system. I checked the level later and nothing had changed, meaning the "hot-cold" did not work any more air out. I'm going to call Mountjoy's to ask for advice.

While working on the car, we also tinkered with my custom alternator bracketing in an attempt to better align the alt pulley with the crankshaft pulley. In doing so we buggered the aluminum threads on the front of the engine. I cleaned the threads a number of times with a very small wire brush, then slowly worked a bolt in and out, cleaning between each try. This corrected the buggered thread. I reconfigured the brackets (yet again) and am real happy with the current setup. I had concern with the alt belt being too close to the upper hose, with the hose being above, which could have become an issue on a very hot day (hose sag). The new configuration allows an inch to an inch and a quarter of clearance between the two, which I am satisfied with.

The reason for the new alt location is to gain space between the alt wiring harness/plugs and the exhaust header. As it was, the wires were only about an inch from the header, which was not good. With all the alt movement, the number 16 wire connection (I believe this is for the alt gauge) broke off the push connector. I managed to reconfigure the wiring a bit, allowing enough slack to attach a new stacon connector to the broken wire.

So all in all, it was a very successful Stag/garage weekend. I even managed to fix my garage door that was hanging up! Thanks again for everyone's help. Couldn't have done it without you!



*Bill Chism and Paul Edelstein look on while Tom Burke determines that the Stag really does have a Rover 3.5 litre V-8 rather than the expected Triumph power plant*



*TR8 owner Tom still seems unconvinced, but Paul Scuderi assures him that really is a Rover V-8*

Join us April 26<sup>th</sup> at Collingwood Library for  
the 12<sup>th</sup> Annual

***Britain on the Green***

Contact Tom Burke at  
703-354-1361 or [tburke4@aol.com](mailto:tburke4@aol.com)  
to find out how you can help



# My Way to a Restoration

**Tim Shalvey**

It all started with a need for a hobby. A little history, I've been selling IT for years and put time in with a West Coast company a few years ago. It was a great experience but put me in a mind set of working long hours to accommodate the time change. Those hours were spent on a PC, which was not a very healthy way to spend my time.

Let's fast forward to 2007. I had left the company in 2005 but continued on my ways. However, I then had a diversion, assistant coaching my daughter's soccer team. I also had the good fortune of meeting the head coach and now a good friend of mine, Steve Mumma. Our daughters were best friends and both good soccer players, it was a great diversion. That said, winter was coming up and I needed a hobby. I had enough of the PC at night. Let's check out Craigslist for something!

Hey, this looks cool, an old British car that's half restored, so I thought. I let my wife know I was going to take a look at it. I also mentioned it to Steve at soccer practice; surprisingly he knew a lot about these cars! He started asking, "What year? Hey, that's the year they have the lamps above the front bumper and there's no baby bumper over riders! Does it have overdrive?" Hmm, he knows about these cars! "Do you want to look at it with me?" I asked. "Sure!" he replied.

Well, we went to take a look. It's a 1973 TR6 with overdrive. It looked rough, but the body had been off and the frame had been cleaned and painted. It looked good. The body had been taken care of, painted under and in the boot, and under the bonnet. The engine, transmission, and OD had been rebuilt. There were a lot of new parts to go with the car. So, I asked Steve, "What do you think?" He said if I don't cut a check right there he's going to. That made my decision! (I had already cleared it with my wife)...

So the car got delivered in December 2007.

Steve got the bug and started looking for a TR6. He found one about a month or so later in Connecticut. It was a little rougher than mine but workable. It's a great



*1973 TR6 as delivered*

color, pimento red. He drove to CT on a Thursday night to pick it up and returned in a driving rain storm on Friday. We unloaded it together on Saturday. The restorations were on!

So, I could take you on a laundry list of where we're at, but suffice it to say we're making great strides. My goal is BOG in April; Steve's goal is the middle of summer. We've been helping each other out along the way. Steve gave me a hand getting the engine running and installing the dash. I gave him a hand putting his engine in. We ordered parts together to save money on shipping. It's also good to have two 1973 TR6s being rebuilt at the same time, we're great references for each other.

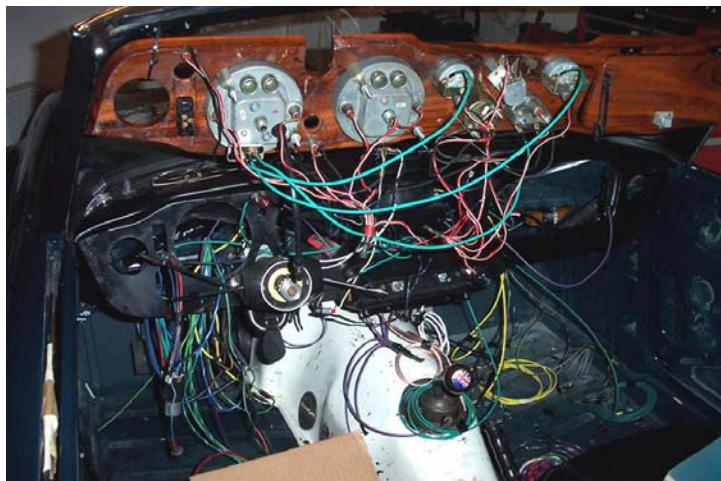
The experience has been great. The restoration is a great hobby and diversion, even my wife and children are



*A rebuilt engine ready to go*

**My Way (Continued from Page 6)**

interested in it. My daughters give me a helping hand when needed and it's actually the only investment I made in '08 that isn't losing money! Yes, they are investments and according to Classic Motor Sports Magazine are expected to increase in value in the coming years.



*I just need to "neaten up" these wires a bit*

So, expect two new (almost) TR6s running around Northern Virginia this year. Steve and I have become very good friends through this venture. We have similar backgrounds; we both married wives named Cathy (Kathy), we each have two daughters, and we each worked on cars as younger men. The only difference is that I'm a Democrat and he's a Republican; it's fitting that my car is Mallard BLUE and his is Pimento RED!



*Ready for the chrome parts and interior*

A side note, I can't say enough good things about the British car community. I am very impressed with CTR and have also joined the 6-pack club. Steve found Lionel Mitchell and CTR though a local garage. What a find! It's an inspiration to work with Lionel and see the passion of the CTR members. It amazes me the knowledge level and assistance offered on just about any subject. Many thanks to all of you for your assistance during this restoration. I have limited time due to family obligations to participate in events, but I hope that will change in the coming years.



*Dad, can I take the TR6 out?*

Steve also mentioned Unlimited Auto Body in his recent article. Paul Price at Unlimited has been great to work with and will go the extra mile to be sure you get what you want. It's refreshing to work with an auto body shop dedicated to customer satisfaction.

So, time to get back to the garage, I need to get my car done...

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# Triumph Trans-America Charity Drive 2009

**For All British Car Enthusiasts**  
John Macartney

As I sit at my keyboard on a cold March evening in England, with a damp mist rolling up the fields from the River Avon, I'm reminded I have just three months and a few days left. By the time the last few grains of sand finally dribble on the pile at the base of the sandtimer, I'll find myself in Daytona, Florida at the offices of Grassroots Motor Sports magazine. And when I get there, it really will be way too late to say, "*er – sorry guys. It was only a joke when I said I'd undertake a drive across the United States and Canada for charity.*" Far too late!

Joe Pawlak, together with his "*Worshipful Company of Busted-Knucklers*" at **Illinois Sports Owners Association**, will have delivered one effectively brand spanking new Triumph Stag – under its own power I might add, all the way from Chicago to Florida as a break-in and shake-down exercise, surely proving to themselves it was a job supremely well done. And I guess there's another reason as well. Something along the lines of why *shouldn't* a 100% concours winning car travel under its own power, instead of on a trailer?

So last summer and this winter to date, has been spent stripping down pretty well everything into its component parts, checking for wear and replacing, when in doubt. Looking at the expenditure this far in terms of bits sent out from the UK, I'm rather surprised that not too many people have had many doubts! But I'm not complaining. Anyone attempting a drive of this length at the hottest time of the year, can't leave anything to chance – and Joe hasn't.

So at the time of writing, that's about where we are car-wise – but there is frenzied activity on this side of the pond on another front.

Meanwhile, back in the UK, I was doing many things at once in terms of preparation on many different fronts – not least of which was liaising with James Paddock's in Chester, in readying the next shipment of parts to go stateside to keep the team up to speed.

This **Triumph Trans-AmeriCa Charity Drive 2009**, to give it the full name, is for ALL British cars – not just Triumphs so, as I go from State to Province – and back, THREE times – I want to see lots of happy faces in caravans coming with me for as long as they can stretch the mileage. The last I



*The ISOA Stag in restoration*

heard was that a number of stalwarts from Red River Triumphs in Texas plan to join me for the rest of the Drive from Dallas to San Luis Obispo via Winnipeg and Vancouver!!!!

C'mon guys, don't just talk about it – DO IT! You know you can!



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## Trans-America (Continued from Page 8)



Unless you've visited the event website at [www.triumphtransamerica.org.uk](http://www.triumphtransamerica.org.uk) you won't know the general outline route – so here it is.

Not quite "a quiet run in the country" but then we'll be covering that route to raise money for three non-profits. They are **The Anxiety Disorders Association of Canada** based in Montréal, **Assist Trauma Care** of Rugby in the UK and **The Sidran Institute** of Baltimore. All of these organisations are actively involved in many different ways in the treatment of a range of anxiety disorders. Specifically, we'll be drawing attention to and fundraising for one of these conditions, known as P.T.S.D. - or post-traumatic stress disorder.

If you look up P.T.S.D. on the Internet, you could be excused for thinking it only affects people in the armed services. There are certainly enough websites trying to convey that impression, while the media also leads us in that direction as well. But while a disarmingly large number of young people serving in Afghanistan and Iraq are coming home to Canada, the UK and the USA *with* P.T.S.D., the disorder can just as easily – and does affect those of us in civilian occupations. In fact, the better part of 10% of the total population has some serious and deep-seated form of trauma that is actually PTSD – or closely related to it! Fire Department, Paramedics and the Police are just some of the groups who face potential P.T.S.D. situations on a daily basis – but there are many others as well; rape victims, abused children, victims of terrorism, victims of war, survivors of car, train and plane crashes and those undergoing medical procedures, especially children – and those are just a few. Recently, I saw P.T.S.D. effectively and concisely described as "*a normal reaction to an entirely abnormal and life-threatening experience*" and as a (former) victim of the illness myself, I know only too well how it can affect those suffering from it. It took me twenty-seven years to find no-one could help me in the UK's much-vaunted government run health service and I eventually found the treatment I needed with a non-profit! So, just so everyone is singing from the same songbook, we're fundraising to help civilians with PTSD – not veterans or people still in the military,

UNLESS a former veteran who is now out of the services and will never return, simply cannot find a therapist with PTSD skills. Therefore, as we progress around North America and attend shows currently being planned and put on by many clubs to celebrate The Drive, I'm hopeful we'll see representatives from the Canadian and US non-profits in attendance at some of them, to talk about the illness, its devastating effects on those afflicted with it – and how it can be and is now being treated.

All that is now just three months and a few days away – and I can't wait to get started on what will for me, truly be a Journey of a Lifetime. If the route passes near your home town – or that of someone you know who is a classic car enthusiast, please join us for as many miles as possible before it's time to turn for home. The cities we're visiting are all on the website ([www.triumphtransamerica.org.uk](http://www.triumphtransamerica.org.uk)) with their relevant dates and that's also where you'll find out how you can sign up to take part, or make a donation to either or both or all of the non-profits.

The Stag is being fitted with a (loaned) Air-Trak system – and you'll also be able to see where I am at any time of day on an interactive map through the website to within just 15 minutes of actual time as I wend my merry way! And remember, while this event may have a **TRIUMPH** name associated with it, ANY British car can take part in the 'caravans' I hope to see. See ya – I hope!

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## EVENTS

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

**Apr 11** - GW Parkway Knock the Dust Off Run, Paul Scuderi \*CTR\*

**Apr 22** - BOG Stuffing Party, Tom Burke

**Apr 26** - BOG 2009 at Collingwood \*CTR\*

May 1-3 - NE Rally, Beech Lake, PA, Bill Goodwin

May 1-3 - Jefferson 500, Summit Point, WV

May 3 - Williamsburg British & European Car Show, [www.wmgbrit.com](http://www.wmgbrit.com) and 757-258-0899

**May 9** - Knock the Dust Off Run, Tom Burke \*CTR\*

May 15-17 - Carlisle Import, Kit and Replica Show

**May 17** - BOG TGIO, Tom Burke

**May 19** - ESB Meeting, Paul Scuderi

**May 30-31** - Roanoke Overnighter, Lionel Mitchell \*CTR\*

May 31-Jun 7 - British Car Week, [www.britishcarweek.org](http://www.britishcarweek.org)

Jun 6-7 - Orphan Car Tour and Caocin Caper, Frederick, Jon Battle, 703-392-6870 or

[TourDirector@orphancartour.org](mailto:TourDirector@orphancartour.org)

**Jun 7** - The Original British Car Day,

[www.chesapeakemgtclub.com](http://www.chesapeakemgtclub.com) \*CTR\*

Jun 17-20, TRA National, Charlestown, WV,

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

**Jun 20** - CTR goes to the Ball Game, Bruce Hislop \*CTR\*

Jun 21 - Sully Show, [www.gwcmolda.com](http://www.gwcmolda.com)

**Jul 11** - Damascus Day Show, Paul Scuderi \*CTR\*

**Jul 21** - ESB Meeting, Paul Scuderi

**Jul 25** - Lucas Tour, Paul Edelstein \*CTR\*

**Aug 7-8** - TRF Summer Party, Armagh, PA \*CTR\*

**Aug 15** - GYHD, Matt Schipani \*CTR\*

**Aug 23** - Cruisin' for Crustaceans, Art Fournier \*CTR\*

**Aug 30** - Picnic, Bill Goodwin \*CTR\*

Sep 6 - VA Scottish Games Car Show, [www.vascottishgames.org](http://www.vascottishgames.org)

**Sep 15** - ESB Meeting, Paul Scuderi

Sep 19 - Manassas Antique Car Meet, <http://local.aaca.org/bullrun>

Sep 20 - Classics on the James Show, [www.cvbc.org](http://www.cvbc.org)

Sep 20 - Meeting of the Marques, [www.swscc.org](http://www.swscc.org)

Sep 24-26 - 6-Pack Trials, [www.6-pack.org](http://www.6-pack.org)

Sep 26 - MGs on the Rocks Show, [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)

**Sep 30-Oct 4** - VTR National Convention, San Luis Obispo, CA \*CTR\*

**Oct 3-4** - Berkeley Springs Overnighter \*CTR\*

Oct 10 - TRAC Brits By the Bay Show, [www.tracltd.org](http://www.tracltd.org)

**Oct 11** - Hunt Country Classic and CTR Picnic \*CTR\*

Oct 17 - Rockville Antiques & Classics Show,

[www.rockvillemd.gov/events/carshow.htm](http://www.rockvillemd.gov/events/carshow.htm)

**Nov 17** - ESB Meeting, Paul Scuderi

**Dec 6** - CTR Holiday Party \*CTR\*

## CLASSIFIED

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

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

**For Sale:** 1974 TR6, 80% restored, solid body, new fenders, rebuilt engine, complete upholstery kit, many extras. \$4,500.00 Call Bob at 540-898-3763

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Car needs a better mechanic/restorer than me. Ran well before overheating. Had always been garaged. Needs rear parcel shelf reupholstered, wheels have some surface rust. Air conditioning works, radio does not. Shop manual included. Best offer. Respond to: [stan.suboleski@verizon.net](mailto:stan.suboleski@verizon.net) or call 804-639-6290.

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## THE STANDARD

Published by the Capital Triumph Register  
 Editor, Art Fournier  
 4729 Willows Road, Chesapeake Beach, MD 20732-4221  
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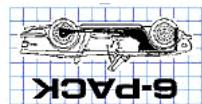
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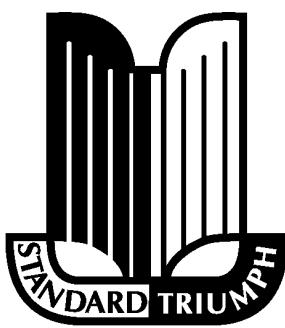
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## THE STANDARD

# No Comment!

**TRIUMPH TRIVIA:** Who designed some of the most successful Triumphs of the 1930s, such as the 1934 Dolomite Straight 8?

Donald Healey, of Austin Healey fame, designed the Triumph Dolomite.



## Photo Credits

Pages 1, 3 Bottom, & 5  
- Art Fournier

Page 3 Top - Bill Goodwin

Page 4 - Lionel Mitchell

Pages 6 & 7 - Tim Shalvey

Page 8 - John Macartney



**Stop me if you've heard  
this before ...**

Joseph Lucas invented the three-way switch: off, dim and flicker.



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



# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXI, Number 5, May 2009



*Some of the CTR members, family and friends that helped make BOG 2009 a success!*

**PAGES 1, 2, 3, 6, 7 and 12 - Britain on the Green 2009;**  
**PAGE 2 - CTR Happenings; PAGE 3 - Bridges of Washington County Rally;**  
**PAGE 4 - Webb Motors Overnighter;**  
**PAGE 5 - Crackin' Bits and Dodgy Motors;**  
**PAGE 10 - Events; Classifieds; PAGE 11 - Club Info**



## CTR Happenings

### *The Original British Car Day*

The Original British Car Day will be held on Sunday, June 7, at Lilypons Water Gardens in Adamstown, Maryland. Hosted by the Chesapeake Chapter of the New England MG T Register, this is the largest British car show in our area. Registration is \$15.00 through May 15 and \$25 thereafter. Additional information and a registration form are available at:

[http://www.chesapeakechaptermgclub.com/OBCD\\_main.htm](http://www.chesapeakechaptermgclub.com/OBCD_main.htm)

The contact person is John Tokar, who can be reached at [jtokar51@verizon.net](mailto:jtokar51@verizon.net) or 410-775-0500.

CTR always has a good showing at BCD — hope to see you there!

### *Trans-America Charity Tour*

John Macartney of England will be driving a Stag over much of the United States and Canada this summer as a charity fund-raiser. On Thursday, July 9th, John will be passing through Washington, DC. We are arranging a get-together with John that evening and hope to provide a Triumph caravan to escort him through our nation's capital.

### *TRF Summer Party, August 7<sup>th</sup> and 8<sup>th</sup>*

Don't forget to sign up for The Roadster Factory's Summer Party, which we're hoping to make a CTR tour-de-force. Registration is \$99.95 until June 30<sup>th</sup>, and \$119.95 thereafter. Tee shirts are \$9.99. Among many other activities there will be drag race and autocross events. This year Summer Party will have an African Safari theme.

Rich Wilkins has issued a challenge: he will provide a case of beer to any CTR member who camps out on the Roadster Factory grounds for the entire Summer Party weekend. He's hard pressed to recall any CTR member doing it since 1994.

### *E-Mail Event Notification*

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change.



## From the Prez: BOG 2009

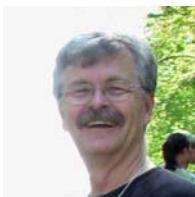
**Paul Scuderi**

One of our early Britain on the Green meetings was at Whitey's in Arlington. I remember the group laboring over the smaller details as well as big ticket items such as how on earth we were going to afford to host a car show. They made sandwiches and created lunch bags to sell, complete with the sandwich of choice, bag of chips, a cookie and an apple. They kept cost down where we could but never scrimped on style. That first show was a success, and it proves what determination, skill, hard work, ingenuity and dedication, and yes, a little luck, can do.

Fast forward to BOG 2009. We've given up on making the lunch bags, but have not lost focus on what BOG is – a stylish, friendly, first class show. Britain on the Green was once again a success. It seemed everyone enjoyed themselves, from entrants to spectators to the BOG staff to even Judie and Jerry at Collingwood. I was struck not only by how smoothly things flowed, but by the diversity of spectators. They were young and old, vintage car enthusiasts and those without "car" backgrounds. Young couples brought their children, some old enough to enjoy playing games at Sharon's Kid Korner, and some with small children in strollers, all lazily wandering the grounds soaking in the cars, the sun, food and delicious ice cream. To me, THAT, even more so than the 200+ British Motorcar enthusiast/owners, is a true indication that CTR's Britain on the Green has "made it". Our show is on the Washington DC events calendar as a place for ALL to come and enjoy a day of antique motorcars, the Collingwood Museum, the Potomac River view, and most importantly, to good "feel" Britain on the Green provides.

Congratulations to our BOG staff, and especially to Tom Burke, who worked so hard to make it "look easy". Your skill, hard work, ingenuity and dedication (and yes, a little luck – the weather was perfect!) to Britain on the Green is both recognized and appreciated.

*Paul*



## BOG 2009: Well Done in the Sun

**Tom Burke**

It is hard for me to compress my thoughts about Britain On the Green 2009. It was so many things, a warm, sunny, glorious Sunday, two hundred immaculate British cars framed in green, a sad salute to Charlie Brown, and the culmination of so much hard work by so many people, including the entrants.

Objectively, it may well have been the best BOG ever. The weather couldn't have been better. Last year's cool misty, muddy day was replaced by temperatures in the 90s and sun, sun, sun. The array of cars was broad with many unique examples that we haven't seen before, including a 1933 Morgan three-wheeler, a 1939 SS100 Roadster, a 1929 4.5 Litre Bentley, and Bill Lightfoot's 1959 Formula One GP racer. Roy's Concessions kept the food and drinks coming all day and Victor's Highland Creamery saved the day for many of us with repeated applications of his delicious ice cream. The Boy Scouts of Troop 996 held their positions on the field and, in addition to keeping the traffic flowing smoothly, gave the event a military air. Collingwood, for all the construction problems we endured last year, never looked better. The entrance road was smooth enough to baby an Austin Healey's bottom and the "New Road" that took the TRs and MGs winding through the woods, survived nicely despite our fears. A record crowd of spectators strolled the grounds and everyone relaxed in the shade of the tall oaks. The Green Weenie stood in a place of pride overlooking the festivities.

The men and women of the BOGstaff were even more awesome than usual. They took problems in stride and handled them quickly and professionally, including a Jag that somehow managed to get mired in the only wet spot on the whole field and a bee sting that nearly gave me a heart attack when I heard the words "First aid call!" over the radio. Rebecca Edelstein took the Silent Auction on, handled it ably and smoothly from planning to execution, and, in so doing, lifted at least a ton off our shoulders. Mary Burke and Penny Johnson took the spectator's money and gave them all a smile in return. Roger Morrison kept Registration running smoothly under the hot sun in this, his seventh and final year as Registration Czar. Paul Edelstein's field layout this year was genius, in that it gave the various clubs and affinity

groups the gathering spots they asked for and it fit 200 cars onto the field with room left over. Steve Prior was always on the field keeping the cars and people moving and Jerry and Judie Kunkle helped us all along the long road to BOG. Karl Johnson sorted out the BOG program and held Spectator Parking together as well. I can't mention all the other names for fear I'll leave someone out, but to the many other sturdy BOGmen and BOGwomen who made the day, thank you, thank you, and Well Done. You should all be proud of making something very special.

Though so many people gave so much of their time and dedication to the show, I have to give a particular word of thanks to Lionel Mitchell, who was always there from the first BOG meeting to the last BOG trash bag. His tractor probably saved a number of BOGsters from being in traction after we moved nine tons of gravel in the "low spot" that finished the route into the Lower Field and his calm demeanor saved my sanity on more than one occasion.

As I said once in a BOG e-mail, "I wish Charlie was there," to which Art Fournier then replied, "I think he was."

## Bridges of Washington County Rally

**May 24<sup>th</sup>**  
**Ed Chan**

The Capital Driving Club and the British Car Club of Frederick, Maryland will hold **The Bridges of Washington County Road Rally**, Sunday, May 24, 2009.

This event should be fun for both the experienced, novice rally participants, and for those just interested in taking a fun drive in the country.

The rally is a straight forward fun run with no traps. There will be two classes: experienced and novice. The experienced class is for those drivers and navigators who have a combined total of 10 rallies or more. Novice class is for those drivers and navigators who have less than 10 rallies combined. Trophies will be presented in each class for first and second place.

Rally Headquarters: Registration, Start and Finish  
(Continued on Page 9)



# Webb Motors Overnighter

Lionel Mitchell



Get your car ready for the road tour, make your lodge reservations, and check-in with your road trip tour leader (that would be me) – and start building the anticipation! We're set to travel to Roanoke, Virginia, on Saturday, May 30 and return on Sunday, May 31. The trip will feature a visit to a former British Leland dealership (Webb Motors), an overnight stay in the Peaks of Otter Lodge, and a return drive up the beautiful Blue Ridge Parkway. What a way to celebrate our LBC addiction and see some gorgeous scenery. Look at last month's newsletter for complete details.

When you've made your reservation for a room at the Lodge, please send me an email ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) and include your cell phone number. I hope we can get on the road at 8:00 AM Saturday morning from the Sheetz gas and convenience store in Haymarket (Routes 15 & 55 at Haymarket I-66 exit). So, please plan to arrive 7:45-8:00.

In the meantime, start prepping your car if you haven't already done so. You know the drill: change the oil, oil filter, air filter; check tire condition and pressure, coolant, hydraulic fluids, windshield wipers, fan belt, brake pads, cooling hoses; and perform necessary valve and carburetor adjustment. Assemble spare parts and check spare tire, jack and lug wrench, and don't forget your tool box and fire extinguisher. Be prepared.

I talked to Byron Webb and Louie Cross at Webb Motors this week. They said they are looking forward to seeing us on May 30. Louie will be grilling hot dogs and hamburgers, and they will provide soft drinks. They also invited a local British car club to attend. This should be a fun trip. So, don't miss it!



*Peaks of Otter Lodge*

Also, for those spouses or companions who might not be interested in spending a few hours looking at and talking about cars, there are plenty of sites to see and things to do around Roanoke. Near Roanoke, in Bedford, is Thomas Jefferson's octagonal house Poplar Forrest. Also near there is a farm museum at Ferrum College. In Roanoke, there are several museums and art galleries. Here is a web site with lots of information on the area:

<http://www.downtownroanoke.org/attractions.htm>.

So, there will be something for everybody.

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# Crackin' Bits and Dodgy Motors

Rich Townsend

Recently I've been DVR-ing a couple shows from the Discovery Channel. You probably know them, if you get Cable TV:

Auto Trader  
Wheeler Dealers  
Classic Cars

These shows are produced in the UK by some really great Brits who are in the car business. They are enthusiastic about what they do: buy, repair, and sell vehicles that they refer to as "modern, iconic classics". The cars they feature are not necessarily British, but they are cars that Brits have liked over the years, mostly 70s and 80s.

While watching I realized that I really like their accents, and despite the accents and slightly different vocabulary, I understood everything they said and thoroughly enjoyed the shows.

When I thought about their different expressions, it dawned on me that they sprinkled in the Brit-isms quite frequently. In the interest of generating an article for *The Standard*, I decided to replay the episodes, and write down a lot of the words and expressions, and translate from context. After all, these are contemporary British car guys talking about fixing and selling cars. It's very interesting, and the volume of British sayings that I ended up with is much larger than I expected, and may actually take up too much space for a standard "Standard" article. Try to stay with me as I list these present-day Brit-Speak words and phrases.

- ➔ OILY BITS – There are two friends in the business, and one is the salesman and the other is the mechanic, it's the mechanic that deals with the oily bits.
- ➔ MOTOR – used interchangeably for "Car"
- ➔ PUNCHY ENGINE RANGE – This must be the high-water mark on the RPM/Horsepower graph.
- ➔ POWER BULGE ON THE BONNET – i.e. TR4
- ➔ WRONG SIDE OF THE HEDGE – Off the roadway, probably the result of a .....
- ➔ SHUNT – Car accident
- ➔ RINGING – Calling on the phone (to inquire about a car for sale)
- ➔ IN THE TRADE – In the car business

- ➔ WINGS – Front fenders
- ➔ BOOT – Trunk (luggage compartment)
- ➔ MUCKED – As in "mucked around with" by previous owner
- ➔ QUID – This one throws me. It seems quid is slang for British Pounds – seemed to be used interchangeably. Confirmed: yes, a quid is equivalent to a pound.
- ➔ SPOTLIGHTS – Foglights
- ➔ STRAIGHT-AWAY – Very soon, at this moment ("Can we make a deal straight-away?")
- ➔ SHOPPING TROLLEY – Shopping cart
- ➔ RUBBISH – Trash as in old, worn.....
- ➔ BUSHES – Bushings
- ➔ SPLIT PINS – Cotter Pins
- ➔ SORT – Diagnose and Repair, as in "Sort out the suspension"
- ➔ SPANNER – Wrench
- ➔ HAVE A GO – May I have a go? Asking permission, for instance, to drive another owner's car
- ➔ HONESTY – In reference to the originality (and provenance) of a used car
- ➔ OFFERED UP – Installed – as in, "Offered up a new bumper"
- ➔ PATTERN – Aftermarket part, as in Pattern Wing
- ➔ SHOT LINE – Body Alignment Seams
- ➔ CRACKIN' – This is probably the one term that the host, Mike Wheeler, uses most frequently, meaning good, excellent, hip, and desirable, as in Crackin' Motor
- ➔ CRACKER – Cream Puff
- ➔ PETROL HEAD – Gear head (Motorhead?)
- ➔ TATTY – Worn and Frayed (as in interior)
- ➔ BUMPY BITS – Off-road Terrain
- ➔ SILLS – Rocker Panels
- ➔ WELLIES – Rubber boots (waders) – Learned it's short for Wellingtons
- ➔ DODGY – This is probably the second most used term in the show. It can mean a number of things, all of which are not good: Dodgy Motor can mean a suspect restoration or a stolen car. Dodgy Paperwork can be a forged title, for instance. Can also be used to describe people: "You're going dodgy" (delusional)
- ➔ EXHAUST BOX – Muffler
- ➔ PROP SHAFT – Drive Shaft
- ➔ PIPE – Brake hose
- ➔ WICKED – In reference to cars, generally means well-sorted and fast.
- ➔ SHED-LOAD – Well, we use a similar term to describe a large amount of just about anything, particularly money.
- ➔ A BIT WOOLY / PITCH AND DIVE – Terms used to describe performance of an SUV in an off-road excursion.

(Continued on Page 8)



# BOG 2009 Awards



**Best of Show:** Karen Landy, 1939 Jaguar SS 100

**Charlie Brown Resto-Mod:** J.W. Langley, 1970 Triumph TR6

**Triumph Spitfire and GT6:** 1<sup>st</sup> Paul Geithner, 1978 Spitfire; 2<sup>nd</sup> Patrick Carter\*, 1975 Spitfire; 3<sup>rd</sup> Alex Varela, 1967 Spitfire Mk III

**Triumph TR2 and TR3:** 1<sup>st</sup> Steele Lipe\*, 1959 TR3A

**Triumph TR4 and TR4A:** 1<sup>st</sup> Mike Ford, 1962 TR4; 2<sup>nd</sup> Jeremy Kinney, 1966 TR4A

**Triumph TR5 and TR250:** 1<sup>st</sup> Bruce Muff Little, 1968 TR250; 2<sup>nd</sup> Gary Kinney, 1968 TR250

**Triumph TR6 Early:** 1<sup>st</sup> Ken Nachman, 1969 TR6; 2<sup>nd</sup> Joyce and Lew Byrd, 1973 TR6; 3<sup>rd</sup> J.W. Langley, 1970 TR6

**Triumph TR6 Late:** 1<sup>st</sup> Robert Fabie\*, 1975 TR6; 2<sup>nd</sup> Stephen Beaulieu, 1974 TR6; 3<sup>rd</sup> Glenn Davis, 1976 TR6

**Triumph TR7 and TR8:** 1<sup>st</sup> Lionel Mitchell\*, 1976 TR7; 2<sup>nd</sup> George Carrell\*, 1980 TR7; 3<sup>rd</sup> Charles Dankmeyer, 1982 TR8

**Austin Healey 100:** 1<sup>st</sup> Tim Flaherty, 1956 100; 2<sup>nd</sup> Michael Oritt, 1955 100 LeMans

**Austin Healey 3000:** 1<sup>st</sup> Lane Ridgle, 1967 BJ8; 2<sup>nd</sup> Sam Campbell, 1967 Mk III; 3<sup>rd</sup> Jack White, 1967 BJ8

**Austin Healey Sprite/MG Midget:** 1<sup>st</sup> Don Chiotos, 1961 Bugeye Sprite

**Jaguar Early:** 1<sup>st</sup> Karen Landy, 1939 SS 100

**Jaguar XJ/XJS/Saloon:** 1<sup>st</sup> Jan Drent, 1965 Mark X; 2<sup>nd</sup> Tom Butzner, 1975 XJ6C; 3<sup>rd</sup> Les and Sue Wade, 1986 XJ6

**Jaguar E-Type:** 1<sup>st</sup> Frederick Emig, 1971 XKE; 2<sup>nd</sup> Frances Stewart, 1973 E-Type 2+2; 3<sup>rd</sup> Richard Fay, 1967 E-Type

**Lotus:** 1<sup>st</sup> Vincent Auletta, 1967 Super 7; 2<sup>nd</sup> Thomas Neel, 2007 Turbo Esprit; 3<sup>rd</sup> Ken Bullough, 2008 S-240

**MG Early:** 1<sup>st</sup> Stephen Mefferd, 1947 MG TC; 2<sup>nd</sup> Milton Babirak, 1951 MG TD; 3<sup>rd</sup> Tom Carolan, 1955 MG TF

**MGA:** 1<sup>st</sup> Bill Wemhoff\*, 1959 MGA



**MGB to 1974:** 1<sup>st</sup> Mike Alexander, 1973 MGB; 2<sup>nd</sup> Steve Boyce, 1971 MGB

**MGB from 1974 ½ :** 1<sup>st</sup> Frank Worrell, 1978 MGB; 2<sup>nd</sup> Doug Wilson, 1976 MGB; 3<sup>rd</sup> Todd Hahn, 1978 MGB

**MGB/C GT:** 1<sup>st</sup> Craig Cummings, 1969 MGC GT

**Classic Mini:** 1<sup>st</sup> Frank Parsons, 1973 Austin Mini; 2<sup>nd</sup> Larry Atkinson, 1972 Austin Mini

**New Mini:** 1<sup>st</sup> Mark Matarella, 2005 Cooper S Cabrio

**Morgan:** 1<sup>st</sup> Peter Ballard, 1933 Sports; 2<sup>nd</sup> Tom Warden, 1965 4/4; 3<sup>rd</sup> Robert Hyman, 2005 Roadster

**Rolls Royce/Bentley:** 1<sup>st</sup> Ian Landy, 1929 Bentley 4.5 Litre VDP Tourer; 2<sup>nd</sup> Orfeo Trombettta, Jr., 1960 Rolls Royce Silver Cloud II; 3<sup>rd</sup> Rod Rydlun, 1934 Bentley 3 ½ Litre

**Rover:** Paul Lewis, 1978 1001 Forward Control; 2<sup>nd</sup> Jose Scoseria, 1960 P4

**Sunbeam:** 1<sup>st</sup> W.B. Haley, 1959 Rapier; 2<sup>nd</sup> Joe Parlanti, 1966 Tiger

**Special Interest:** 1<sup>st</sup> Peter Horton, 1967 Morris Minor Convertible; 2<sup>nd</sup> Glenn Minucci\*, 1971 Triumph Stag; 3<sup>rd</sup> Jay Doumanx, 1964 Turner Mk III

\* CTR Member



## Scenes from BOG 2009



Fran Scuderi and Bruce Hislop



Karl Johnson and Paul Malandrino



Kathy and Bill Wemhoff



Steele Lipe and JP Puckett



Pam Michell, Mary Burke and Penny Johnson



Camellia Blackwell and Sherman Taffel



Nancy and Lionel Mitchell and Rebecca Edelstein



RJ Fortwengler and Mary Schoen



RJ Fortwengler, Rob Reynolds and Steve Prior



Lionel Mitchell, Dennis Eckhout and Tom Burke



Bruce Hislop and Paul Edelstein



Paul Scuderi and Tom Burke



Ho Yong and Steve Oertwig



Mike Dunlap



Rich Townsend, Rebecca Edelstein and Rich Wilkins

Crackin' Bits (*Continued from Page 5*)

- CARRY ON – Proceed
- SALOON CAR – sedan
- MPV – From context I understood this to be generic for “mini-van”
- PEUGEOT – Of course, it’s a French-made car, but they pronounced it “PER’-ZHOW”
- SHIFT – Almost exclusively, they did not say “sell a car”, instead using the phrase “shift the car”, or “get the car shifted”
- PORKER – Car in dirty, un-sellable condition
- BADGES – Manufacturer’s Logos
- GO WRONG – Break: As in, “Often the electric window motors ‘go wrong’”
- LADS, MATES, CHAPS – Used interchangeably for male friends
- SCRAPES – Damage to a car’s finish, as in dents and scratches
- CAGEY – Not genuine
- CUTTING COMPOUND – Rubbing or Polishing Compound
- ABOUT – Around, in proximity (not many Ferraris about)
- MINTED – Wealthy “You must be minted to buy an early Aston-Martin”
- MINTER – Used to describe all the money, as “15,000 Pounds is minter money for a TR6”
- NOTCHY – Not smooth, used to describe a dodgy manual transmission shifter
- FORTNIGHT – The definition of one this is probably common knowledge, and I should know it, but since I’m not sure, from context, I believe it is equivalent to two weeks. Confirmed in editing.
- ROT – used a lot in lieu of “rust”
- CLUNKY – Another term used to describe a manual gearbox that was not up to snuff.
- TORCH – Flashlight
- SOGGY LIKE STIRRING PORRIDGE – Still another phrase used to describe a manual transmission shifter
- BAGS OF STYLE – A complimentary phrase used to describe an Alfa-Romeo GTV, and how desirable it is
- CHASSIS – Pronounced “Shassy”
- NAUGHT TO 60 – Obviously, Zero to 60 MPH
- SHOVE IN THE PANTS – used to describe the acceleration of a Ford Escort Cosworth Turbo
- NANNY – Verb, as to coddle like a child, “Modern classics nanny you with traction and stability controls”
- DILEMNA – Pronounced “Dye’-lemma”
- STITCHED UP – Ripped off in a deal
- PULL THE BIRDS – Attract Women, as in driving a Honda S2000

- ZED 4 – BMW Z4
- ALUMINUM – Pronounced “AL’-U-MIN-E-UM”
- OPEN TOP MOTOR – Convertible
- NICK – Condition, as in “Good Nick” or “Bad Nick”
- JUDDERING – used to describe vibration from a dodgy transmission
- AERIAL – Antenna
- LEAD – Wire
- PUT RIGHT – Repair
- LEATHER – Pronounced “Levver”
- NUMBER PLATE – License Plate
- MANKY – Old, Decrepit, Unserviceable
- SPOT ON – Exactly the way it should be
- CHAMPAIGN CHARLIE FOR LEMONADE MONEY – Got a good deal
- MONKEY – Slang for 500 Quid Cash (500 pounds cash)
- GOVERNOR – Used when addressing the Boss
- SOUNDS LIKE A BAG OF NAILS – Self-explanatory
- CHEEKY GOOD LOOKS – Used to describe a 1983 Peugeot 205 GTI
- NIGGLY – Used as an adjective on minor, bothersome problems
- CAMBELT – Timing Belt



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- BIT OF A MISSION – Difficult Job or Project
- SOLD ON – used to describe a stolen car being sold as legit to an unsuspecting person
- NOT BLOKEY ENOUGH – Feminine
- DAMPERS – Shock Absorbers
- ONE OR TWO BOB – Not sure how much, but from context a good bit of money – Found out later that a BOB is equivalent to one shilling (20 shillings to a pound). This was used in the context of the purchase of an expensive motor, so it must have been used sarcastically.
- BIT OF NOOKIE – Again, from context - I understood to be a sum of money. Well, I learned later in the editing of this article that “nookie” in the UK is the same as “nookie” in the USA, and it’s not money, so I’m stumped on this one. I’m sure he said “bit of nookie”, but, again, it was regarding payment, or monies for an expensive motor (car).
- TICKY-BOO – Operating smoothly, and as it should
- BANG-ON – Good, correct, as it should be

And the last:

The well-spoken mechanic on the show, Ed China, was using a tire mounting machine to put a new tire onto a wheel, and to describe how easy it was, he said, “You pop the tire over the rim, hit the switch, and ‘BOB’S YOUR UNCLE’”. So, from context, ‘BOB’S YOUR UNCLE’ must mean that the job was easy, and you’re completely finished with the task at hand.

There were actually some phrases that I could not understand, even by re-playing them over and over. They were probably the best of the bunch.

I highly recommend watching these shows. Like I said, I get them on the one of the Discovery channels, and I have my DVR set to catch them every week.

The East calls it VTR National... The West calls it Triumphfest...  
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of Triumph Owners EVER!

Bookmark our website: [VTR-Triumphfest-2009.com](http://VTR-Triumphfest-2009.com)

### Bridges Rally (*Continued from Page 3*)

will be held at: Red Byrd Restaurant, 19409 Shepherds-town Pike, Keedysville, MD 21756

Registration opens at 9:00 am. First car off will be at 10:30 am. Directions can be found at [www.mapquest.com](http://www.mapquest.com) or via e-mail to [cathiemac@comcast.com](mailto:cathiemac@comcast.com) or 301-663-5723.

**The cost for this event is \$30**

Rallymaster/Registrar:

Joe MacInnes  
5644 Singletree Dr  
Frederick, MD 21703  
e-mail: [joemacinnes@yahoo.com](mailto:joemacinnes@yahoo.com)  
phone: 301-663-5723

We recommend that you make your reservation using the on-line reservation system on the CDC website ([www.capitaldrivingclub.com](http://www.capitaldrivingclub.com)) under the “Schedule” Section.

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# EVENTS

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

- May 1-3 - NE Rally, Beech Lake, PA, Bill Goodwin  
 May 1-3 - Jefferson 500, Summit Point, WV  
 May 3 - Williamsburg British & European Car Show, [www.wmgbrit.com](http://www.wmgbrit.com) and 757-258-0899  
**May 9** - George Washington Parkway Knock the Dust Off Run, Paul Scuderi \*CTR\*  
 May 15-17 - Carlisle Import, Kit and Replica Show  
**May 17** - BOG TGIO, Tom Burke  
**May 19** - ESB Meeting, Paul Scuderi  
 May 24 - CDC Bridges of Washington County Rally, Ed Chan  
**May 30-31** - Roanoke Overnighter, Lionel Mitchell \*CTR\*  
 May 31-Jun 7 - British Car Week, [www.britishearweek.org](http://www.britishearweek.org)  
 Jun 6-7 - Orphan Car Tour and Caocin Caper, Frederick, Jon Battle, 703-392-6870 or [TourDirector@orphancartour.org](mailto:TourDirector@orphancartour.org)  
**Jun 7** - The Original British Car Day, [www.chesapeakemgtclub.com](http://www.chesapeakemgtclub.com) \*CTR\*  
 Jun 17-20, TRA National, Charlestown, WV, [www.triumphregister.com](http://www.triumphregister.com)  
**Jun 20** - CTR goes to the Ball Game, Bruce Hislop \*CTR\*  
 Jun 21 - Sully Show, [www.gwcmodela.com](http://www.gwcmodela.com)  
**Jul 9** - Trans America Charity Tour Washington area visit by John Macartney \*CTR\*  
**Jul 11** - Damascus Day Show, Paul Scuderi \*CTR\*  
**Jul 21** - ESB Meeting, Paul Scuderi  
**Jul 25** - Lucas Tour, Paul Edelstein \*CTR\*  
**Aug 7-8** - TRF Summer Party, Armagh, PA \*CTR\*  
**Aug 15** - GYHD, Matt Schipani \*CTR\*  
**Aug 23** - Cruisin’ for Crustaceans, Art Fournier \*CTR\*  
**Aug 30** - Picnic, Bill Goodwin \*CTR\*  
 Sep 6 - VA Scottish Games Car Show, [www.vascottishgames.org](http://www.vascottishgames.org)  
**Sep 15** - ESB Meeting, Paul Scuderi  
 Sep 19 - Manassas Antique Car Meet, <http://local.aaca.org/bullrun>  
 Sep 20 - Classics on the James Show, [www.cvbc.org](http://www.cvbc.org)  
 Sep 20 - Meeting of the Marques, [www.swscc.org](http://www.swscc.org)  
 Sep 24-26 - 6-Pack Trials, [www.6-pack.org](http://www.6-pack.org)  
 Sep 26 - MGs on the Rocks Show, [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)  
**Sep 30-Oct 4** - VTR National Convention, San Luis Obispo, CA \*CTR\*  
**Oct 3-4** - Berkeley Springs Overnighter \*CTR\*  
 Oct 10 - TRAC Brits By the Bay Show, [www.tracltd.org](http://www.tracltd.org)  
**Oct 11** - Hunt Country Classic and CTR Picnic \*CTR\*  
 Oct 17 - Rockville Antiques & Classics Show, [www.rockvillemd.gov/events/carshow.htm](http://www.rockvillemd.gov/events/carshow.htm)  
**Nov 17** - ESB Meeting, Paul Scuderi  
**Dec 6** - CTR Holiday Party \*CTR\*

# CLASSIFIED

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

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

**Free TR6 Parts:** 1 hood, 2 doors for '73-'76, windshield with frame, 5 wire wheels with old tires, 4 wire wheel adaptors, 2 seat frames with headrests for '73-'76, 1 radiator for pre-'75 cars, 1 metal dashboard for early cars, 1 tan (?) convertible top boot, 2 '74-'76 bumpers (front and rear). All parts are not pretty, but restorable, though the windshield is probably too delaminated to use. Free to CTR club members bearing beer. Located in N. Virginia near Purcellville. Cell 540-687-1966 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**For Sale: Basic engine stand**, used for one TR6 rebuild. \$25. Located in N. Virginia near Purcellville. Cell 540-687-1966 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**For Sale: 1974 TR6**, 80% restored, solid body, new fenders, rebuilt engine, complete upholstery kit, many extras. \$4,500.00 Call Bob at 540-898-3763

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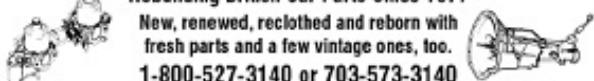
And what about you, Mr. Triumph crankshaft free-play fore and aft! What have you to say for yourselves? Right!

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## THE STANDARD

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

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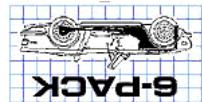
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The Village Triumph Register,  
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The American Triumph Register of America

4729 Willow Road  
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# THE STANDARD



**TRIUMPH TRIVIA:** What was the last production automobile to feature a rumble (dickey) seat?

The Triumph 1800 and 2000 Roadsters produced from 1946 through 1950 were the final production cars with rumble seats.



## Photo Credits

Pages 1– Fran Scuderi  
Page 6 - Tom Burke

Page 7 - Sharon Edelstein, Art Fournier and Lionel Mitchell  
Page 12 - Sharon Edelstein (top), Mary Burke (left) and Art Fournier

**Deadline for  
the next issue of  
*The Standard*:  
June 5<sup>th</sup>!**



Above - Pam Michell  
prep's the Green Weenie  
Left - At the gate  
Below - 1929 Bentley 4.5  
Litre VDP Tourer





# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXI, Number 6, June 2009



Terry Mitchell's TR3A at Hains Point in the District during the George Washington Parkway Run. See page 3 for more.

**PAGES 1 and 3 - George Washington Parkway Run; PAGE 2 - CTR Happenings;  
PAGE 4 - Incomplete Dictionary of TR Owners Acronyms; PAGE 5 - CTR Ball Game;  
Damascus Day; PAGE 6 - Garage Spot: Armrest Power Outlets; CTR's First 20 Years;  
PAGE 7 - New and Improved Triumph Parts; PAGE 8 - Triumph Trans America Update;  
PAGE 9 - BOG Road Building and TGIO; PAGE 10 - Events; Classifieds; PAGE 11 - Club Info**

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## CTR Happenings

**Please welcome CTR's newest members:**

- Terry Mitchell, Alexandria, VA, TR3A
- Thomas Flint, Alexandria, VA, 1961 TR3A
- Jack Connor, Alexandria, VA, 1960 TR3A, 1967 TR4A
- Alex Nikol, Falls Church, VA, 1973 TR6, 1976 Bonneville
- Alan Munter, Mount Rainier, MD, 1978 Spitfire

### The Original British Car Day

The Original British Car Day will be held on Sunday, June 7, at Lilypons Water Gardens in Adamstown, Maryland. Hosted by the Chesapeake Chapter of the New England MG T Register, this is the largest British car show in our area. CTR always has a good showing at BCD — hope to see you there!

### Charlie Brown's Triumph Parts

Charlie wanted CTR members to have the first crack at his collection of Triumph parts and tools. Right now, the plan is to have a day in mid July when members can go to Charlie's house in Woodbridge to examine and purchase items. A fairly detailed inventory is being built, which will be available in July. Details will be available in the July newsletter.

### Trans-America Charity Drive

John Macartney of England will drive a Stag over much of the United States and Canada this summer as a charity fund-raiser. On Thursday, July 9th, John will spend the night in the Washington, DC, area. We hope to provide a Triumph caravan to escort him to our nation's capital and are arranging a get-together with John that evening. (For an update on the drive, turn to page 8.)

### Lucas Tour

Paul Edelstein is planning CTR's annual nighttime driving event for Saturday, July 25<sup>th</sup>. Each year CTR seeks to disprove the malicious rumors about our Triumph electrical systems by venturing out into (and hopefully returning from) the hinterlands of the Washington area after dark. The event usually culminates with a late evening stop for ice cream. Look for details on this year's Lucas tour in the July newsletter.

### TRF Summer Party, August 7<sup>th</sup> and 8<sup>th</sup>

Don't forget to sign up for The Roadster Factory's Summer Party, which we're hoping to make a CTR tour-de-force at this multi-day event in western Pennsylvania. Registration is \$99.95 until June 30<sup>th</sup>, and \$119.95 thereafter. Tee shirts are \$9.99. Among many other activities there will be drag race and autocross events along with road tours, tech sessions and a car show. This year Summer Party will have an African Safari theme.

Rich Wilkins has issued a challenge: he will provide a case of beer to any CTR member in good standing who camps out on the Roadster Factory grounds for the entire Summer Party weekend. He's hard pressed to recall any CTR member doing it since 1994.

### E-Mail Event Notification

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change.

### Save a Tree

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

### CTR Name Badges

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



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



## George Washington Parkway Run

With the George Washington Parkway Run already postponed once due to horrendous weather, the rescheduled date of May 9<sup>th</sup> looked questionable with rain lingering into the early morning hours. But CTR was lucky and managed to hold this favorite event on one of the few relatively dry days in May.

At 9:45, a collection of Triumphs, drivers and passengers met for coffee and pastries at Turkey Run Park at the northern end of the scenic Parkway: Terry and Brenda Mitchell in their TR3A; Lionel Mitchell, Paul and Sharon Edelstein, and Joe Cannon and grandson Brad in their TR6s; Art Fournier in his Spitfire; and Tom Burke riding with organizer Paul Scuderi in his Stag. Due to construction on the Parkway near the Columbia Island Marina, Paul Scuderi planned an alternate route that took the caravan into the District past iconic monuments to a rest stop at Hains Point along the Potomac River. It was near there that RJ Fortwengler with his TR250 joined the caravan en route, as has become his custom. From Hains Point it was back across the Potomac into Virginia for the trip through Old Town Alexandria with its out of sync traffic lights then on down to Mount Vernon at the southern end of the Parkway. It was during this last leg that we were temporarily joined by a mystery TR6 that soon passed us then left the Parkway. After two laps of the Mount Vernon circle, we headed north and ended the run at Collingwood. Some went on for lunch at Primo's near Alexandria, while others with a wary eye at the darkening sky headed home.

Thanks go to Paul Scuderi for organizing this annual run along one of the most scenic roads in the close in Washington area!



*Above: Art Fournier, Paul Edelstein, Paul Scuderi and RJ Fortwengler at Hains Point*



*Below: Lionel Mitchell, RJ Fortwengler, Paul Scuderi, and Joe Cannon with grandson Brad chat in front of Paul's Stag*





# An Incomplete Dictionary of Triumph Owners' Acronyms

Bruce Hislop

Maybe this is the first sign of curmudgeon-hood, but I don't understand the way teenagers write or speak. I know that it's based on texting and using as few letters as possible to convey meaning, and is a lot like acronyms. I know that LOL means Laugh Out Loud, but that's about where it ends. I'm not sure what Twitter is. I don't have a Facebook page. To me My Space is my garage (or at least my half of the garage). I've never sent or received a text message. I don't even own a cell phone. (I have one for work, however, which I pejoratively refer to as my umbilical cord.)

On the other hand, I was raised by and around Government employees, and I even married one. If there's one group that could give teenagers a run for their acronym money, it's Civil Servants. It would stand to reason that I'd get at least some acronyms (SCUBA, LASER, etc.). They are a language that defines group membership – teenagers, computer geeks, even statisticians like myself. So yes, there are acronyms for Triumph owners. From conversations (real and electronic) with other LBC owners, I've collected the following acronyms. Feel free to add.

**AMHIK** (am-hick): Ask Me How I Know

**IOIBSITO** (yob-see-tow): If One Is Broken, So Is The Other

**ITATDJRO** (ee-tad-jro): If There Are Two, Don't Just Replace One

**IIABDFI** (ee-abby-dif-fy): If It Ain't Broke, Don't Fix It

**FOTBA** (fot-bah): Fixing One Thing Breaks Another

**TNPWBCTTOP** (?!?): The New Part Will Be Crappier Than The Old Part

**RPNFP** (rip-nifp): Replacement Parts Never Fit Perfectly

**PPSACMTAK** (sack-mih-tack): Parts Purchased Separately

rately Always Cost More Than A Kit

**ITKDNDTPYN**(no flippin' clue): Invariably The

Kit Does Not Include The Part You Need

**TPYNINIS** (tip-ee-nin-eez): The Part You Need Is Not In Stock

**EIOBO** (ee-yo-bow): Everything Is On Back Order

**EWITS** (ee-witz): Every Wire Is Too Short

**YMMV**: Your Mileage May Vary (You may see different results.)

**PTTFI**: Plus Taxes, Tags, Freight, Insurance

(There will always be add-ons you'll need to purchase.)

**SARMA**: (**sar-mah**): "Some Assembly Required" My Arse! (You're gonna swear it came from Ikea.)

**PSS** (piss): Parts Sold Separately

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# Take your LBC out to the Ball Game!

**June 20<sup>th</sup>**  
**Bruce Hislop**



This year's CTR Baseball Night will be Saturday, June 20<sup>th</sup>. We'll watch the Bowie Baysox (Triple A affiliate of the Baltimore Orioles) take on the New Britain Rock Cats (Minnesota Twins affiliate). It's also Negro League Tribute night, with appearances by former Negro League players. The first 1,250 fans (age 3 and up) through the gate get a replica Negro League cap, and there will be a game-worn jersey for auction. And if that's not enough, after the game... FIREWORKS!

Pricing for General Admission (bleacher seats) is as follows:

Adult: \$9.00 (Ages 13+)  
 Youth \$6.00 (Ages 3 - 12)  
 Senior \$6.00 (Ages 60+)

Active Military (With ID) General Admission: \$6.00  
 Children age 2 & Under: FREE

\*All fans over the age of 2 entering Prince George's Stadium must have a ticket.

See seating chart at <http://www.baysox.com/tickets/stadium/>

Folks, this is a bargain in any currency! Have you priced tickets for an O's or Nat's game? And then your seats are so far away you'll have to duck every time the blimp passes by. At Prince George's Stadium all seats are great, and the players come out early and sign autographs.

Here are the logistics. The stadium gates open up around 6:00 for a 7:00 game start. I'll reserve parking spaces on the paved part of the parking lot, by the tree line. (The paved lot is past the gravel lot before the stadium..) We'll start to assemble around 5:30 and hang out until the gates open. Look for the dark red wedge. Though no food or beverages can be taken into the stadium, feel free to bring your own "supplies" for tailgating.

You can order your tickets online, or I can save you the

service charge and get them for you – just let me know how many you want before Wednesday, June 17<sup>th</sup> at 4:00 so I can pick them up on my way home from work.

Contact Bruce Hislop at [bmhislop@hotmail.com](mailto:bmhislop@hotmail.com) or 410-721-9411 with questions. Also watch the CTR forum for developments.

Directions to Prince George's Stadium:  
<http://www.baysox.com/directions/>

## A British Invasion at Damascus Days

**July 11<sup>th</sup>**  
**Paul Scuderi**

Join us on Saturday, July 11<sup>th</sup>, for a lazy day of British Cars, American Street Rods, good food, live music and good company. The town Damascus, Maryland, located in northern Montgomery County just next to Jimmie Cone, opens its doors to over 200 American Street Rods.

Our goal is to counter the American Metal with British Motorcars. Our "show field" will once again be the lawn of Damascus United Methodist Church, located at 9700 New Church Street, Damascus, MD, 20872. Arrive at 9:30AM or anytime thereafter. Park your car, pull out the lawn chair and/or blanket and relax to live music, barbecue, a flea market and antique cars. Festivities normally wind down around 3:00.

For more information or to RSVP, email Paul Scuderi at [tsix\\_guy@yahoo.com](mailto:tsix_guy@yahoo.com).

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Bookmark our website: [VTR-Triumphfest-2009.com](http://VTR-Triumphfest-2009.com)



## The Garage Spot: Armrest Power Outlets

Sherman Taffel

In the 1980s I added an armrest from a Rockville junkyard Triumph GT6 to my TR4. The former hand-brake slot in the armrest was perfect for the "mod" — two 12 volt power outlets. I used a piece of hardwood flooring, glued it with 3M weatherstrip adhesive, and used a double marine socket kit. Now I can run a GPS, charge cell phones, or run a 100W inverter for my Blackberry 110BV charger.

For those with TR4s or TR6s, the end of this armrest fits perfectly against the end of the tranny driveshaft tunnel rear shelf/seat kickup.



### From the Editor:

### CTR's First 20 Years

Art Fournier

In May 2009 CTR quietly passed a significant milestone – its 20<sup>th</sup> anniversary. We began as the National Capital Area Vintage Triumph Register and continue as the Capital Triumph Register. For two decades the club has served the needs of Triumph owners and enthusiasts in the greater Washington, DC, area. Through all the years, the strength of the club has been the enthusiasm and knowledge of its members. Thank you for all that you bring to CTR! Now let's see what the next 20 years holds for us!



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

**Volume V1, Number 6**  
**June 1994**

The club's June 1994 issue featured an article on a tour arranged by Carole and Ray Aranda with lunch at Buddy's in Annapolis following a trip into the Naval Academy. That tour became the first in CTR's continuing series of Cruisin' for Crustaceans summer tours.

There was also a recap of a fun rally hosted by Bernie Heer. First place went to George Earwaker, with Charlie Brown finishing second. An appraisal clinic by Craig Shipp of Auto Appraisers was held at Karl and Penny Johnson's. In the Garage Spot, Charlie Brown described how to wrap after market exhaust headers to improve performance and decrease engine compartment heat.

Art Fournier reported on the on-going restoration of his TR6. As a follow up, Art lost interest in the project and sold off the car to David Harris who drove it for six years. Its newest owner is finally giving the car the restoration it deserved.

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## New & Improved

# Triumph Parts

Lionel Mitchell

Now, why do you think the geniuses at Triumph would go to the trouble of designing a modern ventilation system for the Wedge and then not include fresh air vents in the foot wells? Well, for the cars with factory installed air conditioners, that's exactly what they did. Go figure! They probably saved \$25 per car by doing this.

If you look in the foot wells of a non-AC Wedge, like Mike Dunlap's, you'll see the vents. But what you see in my TR7, which was built in the same month as Mike's and had an AC installed at the Speake factory, what you see is a pair of trim panels and no vents. My AC unit is long gone, and I would like to have the vents. What to do?

Last spring when I stopped at Webb Motors in Roanoke, Byron Webb was telling me about the fresh-air vents you could easily install on a Wedge. Last summer at the VTR national convention in Michigan, we sat with Ted Schumacher at the awards banquet. He was talking about these vents. It turns out that he custom-makes these out of stainless steel. He had a couple sets at the convention but had sold the last set just that day. He said if I wanted a set, he would make some more after he returned home. So, a few weeks later, I received the vents. Now, I've finally gotten around to installing them. And it's brain-dead simple.

small rectangular sheet metal piece held on by four pop rivets. Simply drill these out and replace the original panel

From the photos, you can see that the new assembly is held on by four fasteners. If you take the kick panel trim off (held on by two small screws), you'll see a small rectangular sheet metal piece held on by four pop rivets. Simply drill these out and replace the original panel with the vent assembly. It can be held on by rivets or sheet metal screws. The kit comes with self-adhering weather strips to keep out drafts when they're closed and to buffer rattles when they're open. You should also run a bead of silicon adhesive on the back side when you install them. The part that remains to be done on my installation is to cut a rectangular hole in the trim panel for the vent door, and then carefully re-do the trim material around the cut-out. Alternatively, you could make-up a new panel from masonite, Luan, or other suitable hardboard material and adhere trim material.

*The wedge vent uninstalled (above) and installed (below)*



If you're interested in these fresh air vents for your Wedge, contact Ted Schumacher by phone (800-543-6648). He does not have these listed on his web site. You might also be able to pick these up from Byron Webb (540-265-7047) at Webb Motors. He sells them also, but it would be advisable to call ahead to see if he has them. I paid \$100 plus shipping for my set, but that was a special price for the VTR convention. I believe Ted charges \$125 normally.

I'd bet that with a little ingenuity, someone could figure out an unobtrusive way to put better fresh air vents in other Triumphs.



## Triumph Trans America Charity Drive Update

And you think you have problems with your Triumph restoration?

The Triumph Stag being restored by the Illinois Sports Owners Association for John Macartney's Trans-American Triumph Charity Drive suffered a catastrophic gearbox failure during a test drive on May 24<sup>th</sup>. The failure broke the gearbox case, launched the shifter vertically into the passenger compartment and then dropped the gearbox, overdrive, driveshaft and exhaust system onto the pavement.

By May 25<sup>th</sup>, the ISOA team had located a Stag four speed transmission in Toronto, Ontario, Canada, and an overdrive unit with adaptor plate is in Lafayette, Colorado. After problems with US customs, a second transmission, that could be delivered quickly, was located in Oklahoma City. A new Bell exhaust system was been located in Pennsylvania. An ISOA member had a TR6



*Above right - the shifter after the catastrophic transmission failure*

*Above left and below - the remains of the transmission*



drive shaft which was turned into a Stag driveshaft. New brake line, fuel line and vent lines were purchased and installed. The lines from the engine bay to the boot run the length of the driveline, took the brunt of the damage and had to be replaced. The differential input flange and input shaft was inspected for damage. The gearbox rupture put a fine oil mist all over the interior and, which required cleaning. The heat shield required replacement. The parking brake assembly had to be removed and fixed due to damage from the OD unit smashing up into it.

The challenge: put the Stag back together in time for its planned May 31 debut. The result: the car was completed and driven to its debut under its own power. ISOA thanked Glenn Merrell of the Triumph Stag Club, Duncan Wood of Red River Triumphs, John Esposito of Quantum Mechanics, Susan Berkowitz of Victoria British, and the hard work of their own ISOA members for completing this monumental task on time.

For more on the Trans-American Triumph Charity Drive, see <http://triumphtransamerica.org.uk/>

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## Behind the Scenes at BOG 2009: The Road Building Party

It takes a lot of work to make Britain on the Green a success. Much of it is unseen. There are planning meetings, stuffing parties, registrations, phone calls, e-mails, lots of angst and more than a little manual labor. On April



*John Buescher, Lionel Mitchell, Tom Burke and Brian Murray along with Lionel's tractor at the gravel spreading party*



*John Buescher, the ultimate backseat driver, directs Lionel Mitchell as he spreads gravel on the road to the lower show field at Collingwood*

18<sup>th</sup>, a week before BOG, several CTR members met at Collingwood to spread a load of gravel between the paved road behind the middle show field and the new gravel path to the lower show field. Lionel Mitchell's tractor saved our backs, but it was still a hard morning's work. Thanks again to all the CTR members, family and friends who worked both at the show and behind the scenes!

## The Rewards of BOG 2009: The TGIO Party

Each year after Britain on the Green, CTR holds a TGIO – Thank God It's Over! – party for the BOG volunteers to celebrate and to wrap up the show. This year, thanks go to Pam Michell for graciously hosting the BOG TGIO at her home in Falls Church!



*Rebecca Edelstein and Lionel Mitchell help themselves at the buffet while Pam Michell looks on during the BOG TGIO party*



## EVENTS

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

May 31-Jun 7 - British Car Week, [www.britishcarweek.org](http://www.britishcarweek.org)

Jun 6-7 - Orphan Car Tour and Caotin Caper, Frederick, Jon Battle, 703-392-6870 or

[TourDirector@orphancartour.org](mailto:TourDirector@orphancartour.org)

**Jun 7** - The Original British Car Day,

[www.chesapeakemgtclub.com](http://www.chesapeakemgtclub.com) \*CTR\*

Jun 17-20, TRA National, Charlestown, WV,  
[www.triumphregister.com](http://www.triumphregister.com)

**Jun 20** - CTR goes to the Ball Game, Bruce Hislop \*CTR\*

Jun 21 - Sully Show, [www.gwcmolda.com](http://www.gwcmolda.com)

**Jul 9** - Trans America Charity Tour Washington area visit by John Macartney \*CTR\*

**Jul 11** - Damascus Day Show, Paul Scuderi \*CTR\*

**Jul 21** - ESB Meeting, Paul Scuderi

**Jul 25** - Lucas Tour, Paul Edelstein \*CTR\*

**Aug 7-8** - TRF Summer Party, Armagh, PA \*CTR\*

**Aug 15** - GYHD, Matt Schipani \*CTR\*

**Aug 23** - Cruisin’ for Crustaceans, Art Fournier \*CTR\*

**Aug 30** - Picnic, Bill Goodwin \*CTR\*

Sep 6 - VA Scottish Games Car Show,  
[www.vascottishgames.org](http://www.vascottishgames.org)

**Sep 15** - ESB Meeting, Paul Scuderi

Sep 19 - Manassas Antique Car Meet, <http://local.aaca.org/bullrun>

Sep 20 - Classics on the James Show, [www.cvbc.org](http://www.cvbc.org)

Sep 20 - Meeting of the Marques, [www.swscc.org](http://www.swscc.org)

Sep 24-26 - 6-Pack Trials, [www.6-pack.org](http://www.6-pack.org)

Sep 26 - MGs on the Rocks Show, [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)

**Sep 30-Oct 4** - VTR National Convention, San Luis Obispo, CA \*CTR\*

**Oct 3-4** - Berkeley Springs Overnighter \*CTR\*

Oct 10 - TRAC Brits By the Bay Show, [www.tracltd.org](http://www.tracltd.org)

**Oct 11** - Hunt Country Classic and CTR Picnic \*CTR\*

Oct 17 - Rockville Antiques & Classics Show,

[www.rockvillemd.gov/events/carshow.htm](http://www.rockvillemd.gov/events/carshow.htm)

**Nov 17** - ESB Meeting, Paul Scuderi

**Dec 6** - CTR Holiday Party \*CTR\*

## CLASSIFIED

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

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

**For sale:** 1977 Triumph Spitfire with overdrive transmission. Extra parts -- too many to list -- go with car. \$1,800 or best offer. Contact David White at 410-867-1923 (home) or 703-898-7041 (cell).

**Free TR6 Parts:** 1 hood, 2 doors for '73-'76, windshield with frame, 5 wire wheels with old tires, 4 wire wheel adaptors, 2 seat frames with headrests for '73-'76, 1 radiator for pre-'75 cars, 1 metal dashboard for early cars, 1 tan (?) convertible top boot, 2 '74-'76 bumpers (front and rear). All parts are not pretty, but restorable, though the windshield is probably too delaminated to use. Free to CTR club members bearing beer. Located in N. Virginia near Purcellville. Cell 540-687-1966 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**For Sale: Basic engine stand**, used for one TR6 rebuild. \$25. Located in N. Virginia near Purcellville. Cell 540-687-1966 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**For Sale: 1974 TR6**, 80% restored, solid body, new fenders, rebuilt engine, complete upholstery kit, many extras. \$4,500.00 Call Bob at 540-898-3763

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## THE STANDARD

Published by the Capital Triumph Register  
Editor, Art Fournier

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

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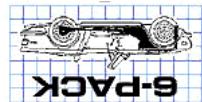
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The Capital Triumph Register  
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# THE STANDARD

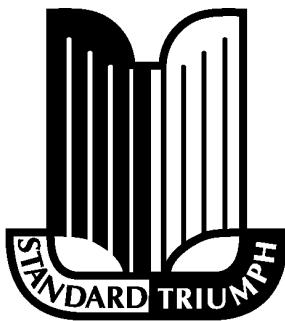
## Oops!

**TRIUMPH TRIVIA:** When did Standard come into the Triumph picture?



### Photo Credits

Pages 1 and 3 - Terry Mitchell  
 Page 3 and 9 left - Art Fournier  
 Page 6 - Sherman Taffel  
 Page 7 - Lionel Mitchell  
 Page 8 - ISOA photos  
 Page 9 right - Tom Burke



**Deadline for  
the next issue of  
*The Standard*:  
July 3<sup>rd</sup>!**





# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXI, Number 7, July 2009



*Webb Motors in Roanoke, Virginia, was the destination for a recent CTR overnigher.  
For more on the trip, turn to page 4.*



*Tom Burke and Lionel Mitchell look pretty happy at Webb Motors, but what's going on with Lionel's TR6?  
Could it be car trouble? You'll have to read the article to find out.*

**PAGES 1, 4, 5 and 6 - Roanoke Overnigher; PAGE 2 - CTR Happenings;  
PAGES 3 AND 8 - Triumph Trans America Charity Drive;  
PAGE 7 - Cruise On In to a Cruise In; PAGE 9 - The Original British Car Day;  
PAGE 10 - Events; Classifieds; PAGE 11 - Club Info**



## CTR Happenings

### **Charlie Brown's Parts and Tools Sale - July 18<sup>th</sup>**

Charlie wanted CTR members to have the first crack at his Triumph Spitfire parts and collection of hand and power tools. The parts and tools will be sold at a yard sale on July 18<sup>th</sup> at his home at 14770 Kogan Drive, Woodbridge, VA 22193. Additional details will be announced on the CTR Forum and by e-mail.

### **Lucas Tour, July 25<sup>th</sup>**

Paul Edelstein is planning CTR's annual nighttime driving event for Saturday, July 25<sup>th</sup>. Each year CTR seeks to disprove the malicious rumors about our Triumph electrical systems by venturing out into (and hopefully returning from) the hinterlands of the Washington area after dark. The event usually culminates with a late evening stop for ice cream. Details are not yet available, but will be posted on the CTR Forum site and e-mailed when they are.

### **TRF Summer Party, August 7<sup>th</sup> and 8<sup>th</sup>**

Don't forget to sign up for The Roadster Factory's Summer Party, which we're hoping to make a CTR tour-de-force at this multi-day event in western Pennsylvania. Registration is \$99.95 until June 30<sup>th</sup>, and \$119.95 thereafter. Tee shirts are \$9.99. Among many other activities there will be drag race and autocross events along with road tours, tech sessions and a car show. This year Summer Party will have an African Safari theme.

Rich Wilkins has issued a challenge: he will provide a case of beer to any CTR member in good standing who camps out on the Roadster Factory grounds for the entire Summer Party weekend. He's hard pressed to recall any CTR member doing it since 1994.

### **Cruisin' for Crustaceans, August 23<sup>rd</sup>**

This year's Cruisin' for Crustaceans tour will be held on Sunday, August 23<sup>rd</sup>. Join us for this popular annual event as we journey along Southern Maryland's backroads in search of the finest blue crabs and crabcakes! Details will be in the August newsletter.

### **E-Mail Event Notification**

Please make sure we have your up-to-date e-mail ad-

dress so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change.

### **Save a Tree**

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

### **CTR Name Badges**

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



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



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

#### **Volume V1, Number 7 July 1994**

The lead article in the July 1994 edition of *The Standard*, described British Car Day in which an amazing 806 cars were displayed. Prizes went to Al Meyer and Stephen Moore in the early TR6 class; Arleigh Cottrell in the TR4/TR250 class; Charlie Brown, Terry and Cathy Sopher, George Earwaker and David Monroe in the Spitfire/GT6 class. Ray and Carole Aranda arranged the club picnic, while Karl Johnson manned the club's booth.

In other news Tony Vizzini described the restoration of his TR6 and Ira Schoen provided several suggestions on how to prepare your Triumph to pass its emissions inspection.



## From the VP: Trans America Charity Drive

**Lionel Mitchell**

Club members,

As many of you may know, John Macartney, who spent much of his career working for Triumph, will be undertaking a several thousand mile trip across North America, starting in Florida on June 27 and ending up in California the first week in October for the VTR convention. On his way up the east coast on the way to New England and Canada, John will pass through our area, and we have volunteered to host John at our house overnight and a social event/cookout for club members on Thursday, July 9<sup>th</sup>.

We would like to have a BIG turn-out to make John feel welcome, and I'm sure you will want to hear his stories about working at the Triumph factory while having a beer and grilled food. Triumph clubs across the USA and Canada are organizing caravans to escort John on parts of his journey. We are in the process of working out the details of intercepting John somewhere in Virginia, maybe near Fredericksburg, and driving with him to my house in Haymarket. On Friday, we will have a similar caravan to escort him on towards his next destination, Baltimore. So, there is opportunity for members from Virginia and Maryland to join in the caravan. John has sent us a digital image of a Rally Board to print that participants can attach to their cars that identify them as part of the Triumph Trans-America Charity Tour. This will be a nice commemorative piece to frame and hang in your garage. CTR will be making a contribution to John to cover the cost of the Rally Boards for CTR members who participate.

To facilitate planning for the caravan and for the cookout, we would like to get a count of who will be participating in either leg of the caravan and the cookout. We don't know exact timing details of John's arrival on July 9 or his departure on July 10. However, we expect he will arrive in central Virginia in the early afternoon, which would mean meeting him on the road in the mid-to-late afternoon. We expect him to arrive at my house around 5-6 PM. His departure on July 10 is a complete unknown at this point, but my guess is no earlier than 9 AM and possibly later in the morning.

Please contact me via the CTR forum or by e-mail ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) to let me know if you plan to participate in the events. This event is a very big deal. No one has done this kind of drive before. So, it's a chance to be part of Triumph history in the making. Group photos will be posted on his web site (<http://triumphtransamerica.org.uk/>) from all the places he visits. You can also read about the restoration of the Stag that John will be driving on his tour. Let's make a big splash on a national level with this event.

Stay tuned for more details,

*Lionel*

PS. I will gladly accept any volunteers to help with the set-up and cookout jobs.

(Editor: *For more on the Triumph Trans America Charity Drive, please see page 8.*)

## A British Invasion at Damascus Days

**July 11<sup>th</sup>**

**Paul Scuderi**

Join us on Saturday, July 11<sup>th</sup>, for a lazy day of British Cars, American Street Rods, good food, live music and good company. The town Damascus, Maryland, located in northern Montgomery County just next to Jimmie Cone, opens its doors to over 200 American Street Rods.

Our goal is to counter the American Metal with British Motorcars. Our "show field" will once again be the lawn of Damascus United Methodist Church, located at 9700 New Church Street, Damascus, MD, 20872. Arrive at 9:30AM or anytime thereafter. Park your car, pull out the lawn chair and/or blanket and relax to live music, barbecue, a flea market and antique cars. Festivities normally wind down around 3:00.

For more information or to RSVP, email Paul Scuderi at [trsix\\_guy@yahoo.com](mailto:trsix_guy@yahoo.com).



# Time Warped - Once Again

Lionel Mitchell

The weather was glorious – sunny, blue skies, mid-70s temps. A day like this on the road in a Triumph roadster with fellow TR drivers – who cares what the destination might be? The drive could have been the whole event: an opportunity to drive through the Virginia countryside, including the Blue Ridge Parkway, in beautiful spring weather in a Triumph. What else could you ask for?

But add into the trip Webb Motors as the destination and you've got one dyn-o-mite road trip. You remember Webb Motors – that time capsule in Roanoke from the halcyon days of our LBCs. It's an ex-British Leyland Dealership still in business for restoration, sales, and service of LBCs. Actually, Webb Motors was established in 1957 and pre-dates B-L by almost a decade. It was a franchise for BMC and Standard Triumph. They've always sold Triumphs, MGs, Rovers, and Austin Healeys, and these days, they're restoring some of the exact same cars that they sold as new cars.

The day of the road trip finally arrived on May 30. Seven CTR members met at the Sheetz gas station in Haymarket – Lionel and Nancy Mitchell, Tom and Mary Burke, Steve and Christopher Prior, and our curmudgeon Joe Cannon. We travelled down US 29 south and met up with Steve and Ho Yong Oertwig and motored on down to Roanoke, via Lynchburg, arriving at our Mecca at 12:30 PM. What a sight as we pulled in sight of Webb Motors – all the LBCs parked out front and the owners and admirers milling around the lot. They stopped traffic in the street so we could back our cars into the line-up. Byron Webb and his son-in-law Louie Cross had invited the local LBC club to participate in the open house. I had also extended an invitation to the Richmond Triumph Register (RTR) members to join us. Mark Hornick and his wife Betty from Richmond met us at Webb's. Our hosts provided hot dogs and cold drinks. The Roanoke folks were quite friendly to us and were impressed that we had driven all the way from the DC area to visit for the day. Byron Webb was beaming, and Louie Cross was in his element.

I counted about 26 LBCs in the outside lot and eight more in the showroom. There were some very unique cars there, including Mr. Webb's original Triumph Stag in perfect condition. In the showroom, he has a photo of himself in the



*Above: Christopher and Steve Prior, Tom and Mary Burke, Joe Cannon, and Nancy Mitchell ready to hit the road.*

*Below top to bottom: the Mitchells, the Priors, and Joe Cannon at speed. Smile Joe.*





*Above: A Marcos draws attention*

*Below: Ho Yong and Steve Oertwig*

*Bottom: Steve Oertwig chats with Dexter Bradbury and Tom Guthrie, longtime Webb Motors employees*



Stag in Mexico City from the mid-70s. He drove it over North America and Mexico. In the showroom, there was a trio of Triumphs, all red and all perfectly restored – a Spitfire, a TR6, and a TR8. Mary sure did look cute in that Spitfire. And it comes with a 12 month, 12,000 mile warranty! In the line-up outside was a very unique LBC – an HRG, one of only 241 built between 1935 and 1956.

Joe and the Priors left mid-afternoon to go back home via the Blue Ridge Parkway. The local crowd thinned out early, but the rest of us from CTR hung around and talked Triumphs and Rovers with Louie, Byron, and several other hard cores until about 4:30. Two of Webb Motors' original employees, Tom Guthrie and Dexter Bradbury, still work there restoring, repairing, and servicing LBCs. These guys are full of interesting stories about the old days. Before leaving, we presented Byron and Louie with CTR certificates of appreciation for hosting our visit and for keeping the faith all these years with the LBC community. I think they appreciated the recognition and our effort to drive down to visit them.

After leaving Webb, we motored up the Blue Ridge Parkway towards our destination, the Peaks of Otter Lodge. Half way up the mountain, my TR6 started sputtering and eventually stopped. The symptoms were the same that I experienced last year on the Cruising for Crustaceans trip. Tom, Steve, and I did some diagnosis, but were not entirely successful in solving the problem. I called Louie Cross on my cell phone. He came over and helped us solve the problem, and we were on our way again up to the Lodge. The six of us enjoyed a nice dinner at the Lodge restaurant and chatted with Mark and Betty Hornick from RTR before retiring for the evening. Before retiring, I put a waterproof cover over my TR6 since I had not put the top up. Good thing I did. No rain was in the forecast, but in the wee hours of Sunday morning, we had a tremendous thunder storm.

In the morning, we awoke amid the clouds that were hanging low around the peaks. The Lodge is situated between the peaks and a lake. We all had a leisurely breakfast, and after a stroll around the lake, photo taking and sketching, we loaded up the cars for the drive up the Parkway. The scenery was absolutely breathtaking. It was almost a disappointment when we got to the end of the Parkway and descended the mountains back towards Charlottesville. Other than the car

*(Continued on Page 6)*


**Time Warped (Continued from Page 5)**

problem, it couldn't have been a more perfect trip, but all's well that ends well as Willie would say.

In case you're filled with regret that you didn't go on the trip, take heart. Louie Cross told me as we were leaving that Mr. Webb was talking about doing it every year, and he might even do it again in the fall. Think about it – Webb Motors followed by a fall foliage tour of the BR Pkwy in October.

Thanks to all from CTR and RTR who participated and especially to our hosts Byron Webb and Louie Cross. And my recommendation comes from the Rocky Horror Picture Show: Let's Do the Time Warp Again!



*Left top: Red is the color of the day in the showroom with a Spitfire, TR6 and TR8 on display.*

*Left bottom: Tom Burke (right) joins Byron Webb (left) in admiring the TR8 in the showroom. Tom probably wishes his TR8 was in the same condition.*

*Right top: Lionel Mitchell (right) presents Byron Webb a CTR certificate of appreciation.*

*Bottom right: Lionel Mitchell (right) presents Louie Cross a CTR certificate of appreciation. And this was before Louie came to Lionel's assistance on the way to the Peaks of Otter Lodge.*



# Cruise On In to a Cruise-In

Bruce Hislop

As the song probably should have gone, “Summertime... and the livin’ ain’t quite as easy as one would expect.” Thanks to all the rain we’ve had, I can almost see the grass blades growing. If I don’t mow my lawn every week (or more frequently), it becomes a Herculean task. Not only is summer the time for mowing and other home projects, but it’s also the time for picnics and other social gatherings with family and friends. This doesn’t leave much weekend time to do car stuff.

This is where Cruise-ins cruise in. Cruise-ins are informal car shows, usually held in a parking lot. They can be any day, but I’ve found that they are most often held on weeknights, in the early evening, and near a restaurant/eatery for convenience. A quick Google search on “Cruise-in & Maryland” brought up many of these events. I just had to skim through a few sites to find some close to Crofton, Maryland. Two were quite convenient; one is Monday nights at the Glory Days Grill in Bowie (where we had our most-recent winter dinner).

After dinner I hopped in the wedge and zipped over the Glory Days Grill. Right in the parking lot were lots of nice cars enjoying the weather and the company. As I pulled closer, I recognized mid-late-50s Chevys, early-70s Detroit muscle, and a few oldies that are a bit less popular. Feeling a bit conspicuous in something teeny (by comparison) and British, I looked for a parking space a bit on the fringes of the area. No need to try to puff out my Triumph chest by parking next to a chrome-covered car nine times my size (and nine times the investment, might I add).

Well, hah! I ended up pulling into a spot right behind a grey 1952 MGTD. Very Nice! About a dozen spots away was an Austin-Healy 3000. I wondered if it might be Michael Oritt’s, as he lives reasonably close to Bowie, but as I checked out the car I saw that while it was nice, it wasn’t as nice as Michael’s – had to belong to somebody else.

The point is, that while there were fine displays of automobile fanaticism (I mean, some of these cars were so clean, you’d think that they didn’t have any oil in the

engines.) there were also “works in progress.” It was a very relaxed environment. Besides the two LBC owners, I chatted with the owner of a 1957 Edsel who pretty much painted it with a brush and wasn’t going to do anything else to it. I mean, he had spark plugs in the holes where the windshield wipers should have been – and he was proud of that. It was parked right next to an original-owner 1960 Edsel Ranger that, while not perfect, was much nicer.

After about an hour of looking at chromed engines, Mustangs with the 289 cu.in. engine replaced with a 351 Windsor, pre-War vehicles in beautiful shapes and a Dodge Dakota pickup with more mods than you’d see on a cable TV show, and a bee-u-tiful 1946 Lincoln Continental convertible with a not-yet-touched interior, I made my way back home. In all, a great time! I got to drive my LBC, appreciate other cars, and it didn’t cost me a lot of time (or money). I went back the next Monday and was the only LBC there. No worries; I hadn’t turned off the ignition before somebody walked up to me and started a conversation.

While Bowie may not be convenient for you, do a simple Google search to find a Cruise-in. While they are held in parking lots, they aren’t associated with the establishment. So, if you saw that one by the Dairy Queen but you don’t remember what day of the week it was, you’ll not find information on the Dairy Queen site.

At least one site you find will be a “master list” of sorts, like this one.

[http://www.oldride.com/events/maryland\\_cruisein.html](http://www.oldride.com/events/maryland_cruisein.html)

With less than 5 minutes of computer work, you’re sure to find a Cruise-in near you. Go and have fun!



*A clean Lincoln Continental Mark III blocks the view of a 1958 Ford Edsel accessorized with extra sparkplugs*



## Triumph Trans America Charity Drive 2009

**Glenn A. Merrell**  
**TTA North American Coordinator**

A Vintage Classic Triumph Stag Motorcar driving 10,000 miles across North America to promote awareness for the affliction - Post Traumatic Stress Disorder - PTSD. On Saturday, 27 June 2009 at the offices of GrassRoots Motorsports in Holly Hill, Florida, USA, British Citizen and Ex-Standard Triumph Motorcar employee Mr. John Macartney set off on a 10,000 mile personal journey across North America in a classic freshly restored Sapphire Blue 1973 Triumph Stag.

The purpose of this drive is to promote awareness for the affliction known as Post Traumatic Stress Disorder or PTSD, and raise donations for three PTSD / Trauma charities located in North America and Great Britain. PTSD affects more than our military, but potentially anyone exposed to the worst our society can dish out - such as emergency workers - police, fire, ambulance, trauma care facility workers, and anyone exposed to events such as epic natural disasters, terrorism, serious accident, violence and more. PTSD manifests itself and is masked in many ways such as in domestic violence, drug and alcohol abuse, suicide and murder.

The TTA North America Charity Drive 2009 will pass through roughly 25 US States and 5 Canadian provinces and territories.

Over 43 British and Triumph car clubs across North America will host Mr. John Macartney and the classic Triumph Stag as the drive leap frogs across the continent for the next three months. Each host club will caravan whenever possible from a point approximately halfway from the previous host club, then to a point approximately half way to the next club, handing Mr. Macartney and his Stag off in ceremony to the next club to continue the drive toward the next stop over.

Mr. Macartney is himself a victim of PTSD after a violent attack during Desert Storm as a civilian worker, having been diagnosed in 2004 and successfully counseled in handling and living with this serious affliction.

This epic first time ever drive terminates after completing more than 10,000 driven miles to San Luis Obispo California the 29th of September 2009 at the larg-

est Triumph sports car event in North American History - Triumphfest / North American Triumph Challenge 2009, where many hundreds of Triumph and British sports cars are expected to attend for a national car convention.

The restoration base 1973 Triumph Stag was purchased using funds donated by Triumph enthusiasts on e-mail forum lists around the world, restored with a portion of these funds, combined with personal funds from Mr. John Macartney himself and Triumph parts suppliers around the world. The full restoration was professionally carried out by the Illinois Sports Owners Association car club, accomplished over a period of 68 "weekends." At the end of the drive, the car will be auctioned for charity to the highest bidder.

The Triumph TransAmerica Charity Drive 2009 collects no monies for charity or any other purpose directly or indirectly.

Charitable donations should be sent directly to the named charities referencing the Triumph Trans America Charity Drive 2009 in the memo line. The named charitable organizations are below (See TTA web site for further contact details):

USA - Sidran Institute <http://www.sidran.org/>

UK - Assist Trauma Care <http://www.assisttraumacare.org.uk/>

Canada - Anxiety Canada <http://www.anxietycanada.ca/>

The official web site for this event is  
<http://www.triumphtransamerica.org.uk/>  
 containing the route map, daily stopovers and weekly progress of the drive with some photos.

A full photographic and video log book is being updated by each host club and kept on Flickr at  
<http://www.flickr.com/groups/triumphtransamerica/>

The East calls it VTR National... The West calls it Triumphfest...  
 In 2009, it will be called the Greatest Gathering  
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 EAST Meets WEST  
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 San Luis Obispo, California  
 September 30 - October 4  
 Bookmark our website: [VTR-Triumphfest-2009.com](http://VTR-Triumphfest-2009.com)



# The Original British Car Day

**Art Fournier**

The Chesapeake Chapter of the MGT Register hosted the 32<sup>nd</sup> annual Original British Car Day at Lilypons Water Gardens on June 7<sup>th</sup>. Bright, sunny and warm weather prevailed and, as usual, shade was at a premium. CTR's participation was unusually light this year with very few cars representing the club on the show field. Whatever happened to the days when virtually the whole club turned out at BCD to socialize and talk Triumphs? Lilypons is a lot further away from Washington, DC, than Allen Pond Park, but having to drive a few extra miles in our Triumphs on a sunny Spring Sunday shouldn't hold us back.

Three CTR members took home trophies: Paul Edelstein came in 1<sup>st</sup> in the TR7/TR8 class, René Burksen took 2<sup>nd</sup> place in the TR4/TR4A/TR250 class, and Matt Schipani came in 3<sup>rd</sup> in the Spitfire/GT6 class.

Once again BCD's rules for car classes and trophy eligibility defied logic – the classes are set well in advance, but trophies are only presented in classes with three or more entries. That leaves some very nice cars "orphaned" and ineligible for recognition. It would seem fairer to eliminate classes when it becomes obvious that a class will not have sufficient preregistered entries to guarantee at least one award for the class. But off my soap box; I'll still be at BCD in 2010!



*Above: Sharon and Paul Edelstein on vendor's row  
Left: Matt Schipani with his GT6*



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## EVENTS

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

- Jul 9** - Trans America Charity Tour Washington area visit by John Macartney \*CTR\*
- Jul 11** - Damascus Day Show, Paul Scuderi \*CTR\*
- Jul 21** - ESB Meeting, Paul Scuderi (Note: this meeting may be rescheduled since several ESB members are unavailable - summer vacations are so pesky - check the CTR Forum site for updates)
- Jul 25** - Lucas Tour, Paul Edelstein \*CTR\*
- Aug 7-8** - TRF Summer Party, Armagh, PA \*CTR\*
- Aug 15** - GYHD, Matt Schipani \*CTR\*
- Aug 23** - Cruisin’ for Crustaceans, Art Fournier \*CTR\*
- Aug 30** - Picnic, Bill Goodwin \*CTR\*
- Sep 6 - VA Scottish Games Car Show, [www.vascottishgames.org](http://www.vascottishgames.org)
- Sep 15** - ESB Meeting, Paul Scuderi
- Sep 19 - Manassas Antique Car Meet, <http://local.aaca.org/bullrun>
- Sep 20 - Classics on the James Show, [www.cvbc.org](http://www.cvbc.org)
- Sep 20 - Meeting of the Marques, [www.swscc.org](http://www.swscc.org)
- Sep 24-26 - 6-Pack Trials, [www.6-pack.org](http://www.6-pack.org)
- Sep 26 - MGs on the Rocks Show, [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)
- Sep 30-Oct 4** - VTR National Convention, San Luis Obispo, CA \*CTR\*
- Oct 3-4** - Berkeley Springs Overnigher \*CTR\*
- Oct 10 - TRAC Brits By the Bay Show, [www.tracltd.org](http://www.tracltd.org)
- Oct 11** - Hunt Country Classic and CTR Picnic \*CTR\*
- Oct 17 - Rockville Antiques & Classics Show, [www.rockvillemd.gov/events/carshow.htm](http://www.rockvillemd.gov/events/carshow.htm)
- Nov 17** - ESB Meeting, Paul Scuderi
- Dec 6** - CTR Holiday Party \*CTR\*

## CLASSIFIED

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

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

**For sale: 1977 Triumph Spitfire** with overdrive transmission. Extra parts -- too many to list -- go with car. \$1,800 or best offer. Contact David White at 410-867-1923 (home) or 703-898-7041 (cell).

**Free TR6 Parts:** 1 hood, 2 doors for '73-'76, windshield with frame, 5 wire wheels with old tires, 4 wire wheel adaptors, 2 seat frames with headrests for '73-'76, 1 radiator for pre-'75 cars, 1 metal dashboard for early cars, 1 tan (?) convertible top boot, 2 '74-'76 bumpers (front and rear). All parts are not pretty, but restorable, though the windshield is probably too delaminated to use. Free to CTR club members bearing beer. Located in N. Virginia near Purcellville. Cell 540-687-1966 or

[tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**For Sale: Basic engine stand**, used for one TR6 rebuild. \$25. Located in N. Virginia near Purcellville. Cell 540-687-1966 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**For Sale: 1980 TR7 Convertible.** Anniversary Edition Green. One owner. 62K miles, garage kept. Drives like new. Mostly original condition, with parts replaced as needed. Nothing wrong with it (less a minor oil leak). \$3500. Contact John Banigan, Woodbridge, VA, 571-285-3599 or 757-353-7592



**For sale: 1967 TR4A.** This car is in excellent running condition and very fun to drive. This is not a show car but a very presentable daily driver. It has its share of dings and scratches but still shines up nicely. Frame has some rust. Upholstery is in good condition and has a new top. Carpet is faded but in good condition. The engine was rebuilt about 40,000 miles ago and still runs great. It does, however, leak some oil (not unusual). Tires and brakes are good. I've owned the car for over 23 years. I hate to sell it, but due to the times we live in I must. I'm asking \$9,300 obo. Contact Bob. Manassas, VA, at 703-335-2581





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## THE STANDARD

Published by the Capital Triumph Register  
Editor, Art Fournier  
4729 Willows Road, Chesapeake Beach, MD 20732-4221  
Phone - (410) 535-0690  
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The Standard welcomes any submitted material for publication; however, neither its editor nor the CTR accept responsibility for accuracy of article content or any damage or injury resulting from suggested modifications. Articles may be submitted in writing, by mail, fax, or e-mail. Photos are also very welcome. If any material must be returned, please include self-addressed, stamped envelope.

## Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

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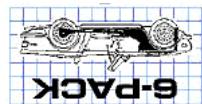
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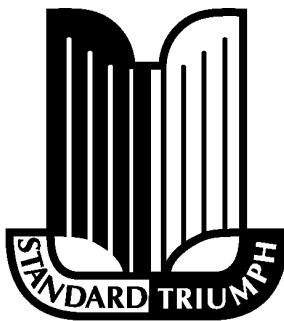
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# THE STANDARD

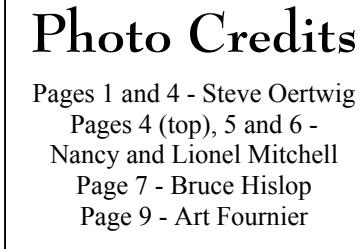
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**Deadline for  
the next issue of  
*The Standard*:  
July 31<sup>st</sup>!**





# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXI, Number 8, August 2009



*CTR members with John Macartney and Uncle Jack at Nancy and Lionel Mitchell's on July 9, 2009.*

*Left to right: Tim Shalvey, Rich Wilkins, Art Fournier, Karl Johnson, Paul Edelstein, Paul Scuderi, Lionel Mitchell, and John Macartney.*

*For more on the Triumph Trans American Charity Drive see page 4.*

**PAGES 1, 4, 5 and 6 - Triumph Trans American Charity Drive; PAGE 2 - CTR Happenings;  
PAGE 3 - MGCCWDCC Test Drive; Cruisin' for Crustaceans; PAGE 7 - Damascus Day;  
PAGE 8 - Triumphs are not Clunkers; PAGE 9 - Garage Sport: TR6 Starter Motors, The  
Impossible Bolt; Classics on the James; PAGE 10 - Events; Classifieds; PAGE 11 - Club Info**

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## CTR Happenings

### Welcome CTR's Newest Members!

- Jeff Knepp, Potomac, MD
- Anthony Saputo, Burke, VA, 1974 TR6
- Bruce Valley, Alexandria, VA, 1971 TR6

### TRF Summer Party, August 7<sup>th</sup> and 8<sup>th</sup>

It's not too late to sign up for The Roadster Factory's Summer Party. CTR is hoping for a strong turn out at this multi-day event in western Pennsylvania. Registration is \$119.95. Tee shirts are \$9.99. This year Summer Party will have an African Safari theme.

Planned events include a bonfire Thursday evening as early registrants settle in. Friday will include the opportunity to drag race your Triumph and a LeMans Start competition at Pittsburgh Raceway Park, a seminar on creating the TR3S LeMans replica, dinner at The Roadster Factory (roast pig, corn on the cob and more with cloth napkins, real plates and silverware), a bonfire, a bedsheet movie ("Out of Africa"), and DJ music. Saturday's events include autocross, a poker rallye, mountain tour, and an evening car show on the streets of Indiana, Pennsylvania. Sounds like a very busy weekend!

Rich Wilkins has issued a challenge: he will provide a case of beer to any CTR member in good standing who camps out on the Roadster Factory grounds for the entire Summer Party weekend. He's hard pressed to recall any CTR member doing it since 1994.

### Hunt Country Classic and CTR Picnic, October 11<sup>th</sup>

Once again CTR will attend the Hunt Country Classic in force. This show, sponsored by the MG Car Club Washington DC Centre, is always well attended and offers a nice selection of participating cars, vendors, food, entertainment, and more.

After the show, Lionel and Nancy Mitchell will once again host a CTR get together at their home in Haymarket, Virginia. Look for more details in the September CTR newsletter.

### E-Mail Event Notification

Please make sure we have your up-to-date e-mail ad-

dress so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change.

### Save a Tree

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



### Looking back at *The Standard*:

#### Volume V1, Number 8

August 1994

The lead articles in the August 1994 edition of *The Standard*, recapped the club's participation in the VTR National Convention held that year in Asheville, North Carolina. Seven cars carrying 11 members took part. And a number of awards came back to our Nation's capital at the end of the VTR convention: Cathy and Terry Sopher took a first for their Mk III Spitfire and Chris and Loraine Osborne received a silver certificate for their TR6 in the Concours competition. In the Participants' Choice, Tom Lydon took a first with his Stag, Mike DeAndrade took a third in his TR8, and Charlie Brown took first in the late Spitfire class. In the driving competitions, Chris and Lorraine Osbourne took second and Alan and Marianne Crane third place in the TSD novice class. In Autocross, Alan Crane took second in the modified TR4 class, Karl Johnson took a third in stock Spitfire class, and Charlie Brown took first in the modified late Spitfire class. Glenn Minucci and brother-in-law Tom Lydon focused on the Funkhana. Unfortunately, Tom's Stag broke down on the trip home and required a tow.

In other news, then as now Rich Wilkins attended The Roadster Factory Summer Party, the club planned its second annual flea market along with an end of summer picnic, and Larry Rittinger advocated SVRA racing at Summit Point. Keith Dunklee did a Garage Spot article suggesting tools and spares you might take along on a road trip. Keith's comprehensive list must not have left much room for luggage!



## Test Drive 2009

September 12<sup>th</sup>

Charles Scott, MGCCWDCC

*(Once again the MG Car Club Washington DC Centre has asked the Capital Triumph Register to join them in their annual Test Drive event. It's interesting and a lot of fun. CTR members who are interested in participating should contact Lionel Mitchell at [haymarket4@verizon.net](mailto:haymarket4@verizon.net) or 703-754-7362 to RSVP. The park requires you to carry your proof of insurance and, of course, you may opt to ride along while someone else is driving your car. Here's how event organizer Charlie Scott described the event for the MGCCWDCC newsletter.)*

Ready ... Set ... GO! The annual Test Drive is on September 12, 2009 from 09:00 to 12:00 in the Special Events Center area of Bull Run Regional Park, a property of the Northern Virginia Regional Park Authority, in Centreville, VA.

What a terrific opportunity to take a classic British car -- other than your own -- for a spin down the road and back. You might choose just another version of your MGB (the most commonly owned car in our Club) or an entirely different model, such as a MGA, T-series, or even a Midget. If you're really feeling adventurous you might want to consider taking a Triumph for a spin -- we've invited the members of the Capital Triumph Register to join us so there may also be some Triumph Spitfires, TR6s, and other models for our members to drive in return for a spin in our MGs.

There isn't a formal program, only some brief opening remarks to welcome everyone and explain how little structure there is to this event -- for example, if you want to drive my 1974 Midget I'll hand you the keys and tell you to pretend that 2<sup>nd</sup> gear is NON-synchro when downshifting, otherwise to enjoy the ride.

We'll be in a section of the park where we have about a mile and a half out & back, with pretty much us only on the road. There is a speed limit so we won't be racing up and down the road, but rather a chance to work through the gears in a car similar to, but ultimately different than your own. Please make sure you have proof of insurance in your car -- just in case anyone asks because we told the park that ALL of the cars will be legally licensed and registered to drive on public roads, and as a condition of registration have insurance.

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

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



## Cruisin' for Crustaceans

August 23<sup>rd</sup>

Art Fournier



Please join us on Sunday, August 23<sup>rd</sup>, for CTR's 16<sup>th</sup> annual Cruisin' for Crustaceans tour. This year we'll travel through Southern Maryland horse and farm country roads to Mike's Crab House in Riva, Maryland.

Capt Billy's is located by the South River not far from Annapolis. Steamed crabs are available for those who enjoy the Maryland summer tradition of picking crabs. Prices vary with availability, but were running \$65 per dozen of large crabs in late July.

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

Our route this year will cover around 30 gentle country miles and will take about an hour to run. We'll meet at 10:45 or so and get on the road no later than 11:00. Please let Art Fournier -- [artfournier@comcast.net](mailto:artfournier@comcast.net) or 410-535-0690 -- know if you'll be attending no later than August 20<sup>th</sup> in order to give the restaurant a headcount. We hope to see you at what is one of CTR's most long standing and best-attended annual events!



# Triumph Trans-American Charity Drive

Lionel Mitchell

You've probably read in previous *Standard* newsletters about John Macartney's 10k+ mile tour across North America in a Triumph, a journey undertaken to raise money and awareness for Post Traumatic Stress Disorder (PTSD) charities. You can look on the web site ([www.triumphtransamerica.org.uk](http://www.triumphtransamerica.org.uk)) to read about preparation for the tour and to follow John's progress in his journey. Every few days, John posts a blog on his travels.

To recap a little background information, John worked for Standard Triumph and British Leyland for many years. His father, before him, had also worked for Standard Triumph. John is driving a 1973 Stag restored by the Illinois Sports Owners Association using funds from Triumph enthusiasts around the world including some of John's own personal funds. The car is named Uncle Jack in honor of Jack Drews, a long time Triumph race driver who died last year during a race in his TR4. The overall plan is to drive the Stag across the USA and Canada, stopping to visit Triumph clubs along the way and educating people about PTSD and encouraging them to donate to the charities that support victims of the disorder. John, himself, suffered from PTSD and considers himself 90% cured after years of therapy. More on the PTSD aspect below, but first, a bit about CTR's involvement in the tour.

Back in the late winter, Art Fournier sent out an email to club officers about a call from the organizers of the Triumph Trans-America Charity Drive for participation in the event by driving along with John on part of the route and hosting him for bed and breakfast or social events. We all agreed that it would be good for CTR to participate in some way. Paul Scuderi and I volunteered to host John at our homes. We let Glenn Merrill, the national chairman of the drive, know that CTR would host John and that we would join in his caravan somewhere south of Washington near Richmond and take him onward towards Baltimore. All we knew was that John was coming from Charlotte, North Carolina on July 9<sup>th</sup> and was going to Philadelphia on July 11<sup>th</sup>. He was being hosted by the Triumph Club of the Carolinas in the Charlotte area and by the Delaware Valley Triumph club in

the Philly area. So, we were to be a half-way house between those two clubs. Ideally, they wanted John to be escorted all the way, but that's not a realistic expectation since a lot of his travel is during the week. After much ado, we finally arranged with an individual, George Parker, who was keenly interested in being a part of John's tour, and some of the Richmond Triumph Register members to meet John south of Petersburg, Virginia and escort him to Falmouth, Virginia where we would meet him.



*Triumphs line the lot at the Pizza Hut in Falmouth as George Parker and RTR members hand off John Macartney and Uncle Jack to CTR*

On Thursday, July 9<sup>th</sup> Art Fournier, Paul Edelstein, and I drove down to Falmouth in our Triumphs, and after a few hours of waiting at the local Pizza Hut, the entourage arrived led by a 1939 Rolls Royce. RTR members Gary Kinney, Jim Coleman, and Greg Spencer in their Triumphs along with George Parker and his friend in the Rolls com-



*Karl Johnson (center) and Tim Shalvey (right) listen to John Macartney's Triumph tales on the Mitchells' veranda*



prised the escort. We then led John to my house in Haymarket for a cook-out with other CTR members Tim Shalvey, Rich Wilkins, Karl Johnson, and Paul Scuderi as well as my own family. We had a nice evening with John on the front porch enjoying the food and cold beer and listening to the stories about John's work for Triumph. He spoke eloquently about his personal experience with PTSD. We capped off the evening by discussing a TR6 cylinder head that just happened to be in the foyer and a sequestered Dolomite Sprint 16-valve head that somehow found its way into the house. The final act before retiring was to present John with a club contribution towards his trip expenses and a promise to help solicit contributions to the PTSD charities.



*Above - Art Fournier, Lionel Mitchell and Daniel Mitchell give Uncle Jack a quick scrub*

*Below - Lionel Mitchell, Art Fournier, Daniel Mitchell, John Macartney and Rich Townsend prepare to get on the road to Baltimore*

*Right - Bill Steinman, Daniel Mitchell and John Macartney At a rest stop on the way to Baltimore*



Friday morning, we had a nice leisurely breakfast on the front porch. While John talked to folks at the British Embassy and the American Homeland Security office about a problem with his visa, Art, my son Daniel, and I washed Uncle Jack. In the mean time, Rich Townsend showed up to join in the caravan to Baltimore, and with some phone work, we arranged for Matt Schipani, Bill Steinman and RJ Fortwengler to join us on the way to the Sidran Institute in Baltimore, one of John's PTSD charities. We head out from Haymarket being led by Daniel in a Japanese support vehicle with a GPS since none of us were familiar with the location of the Sidran Institute. Mid-afternoon, we pulled into the parking lot at Sidran having braved the early rush hour traffic on the Baltimore beltway. After a visit with the staff and photo ops in the parking lot, we headed back through the middle of rush hour traffic on the Baltimore beltway to rendezvous with Paul Scuderi, where John spent Friday night. Daniel did an admirable job in getting us through all that traffic and keeping us together like the mother duck in the "Make Way for Ducklings" book. John had a restful night at Paul's and, after a proper breakfast, he was on his way to meet up with the Delaware club for the next sector of his tour.



If you read his blog, you'll see that John started out in Florida on June 27 at the *Classic Motorsports* magazine facility and then drove along the panhandle of Florida and up to Montgomery, Alabama and then over to Atlanta, Georgia. From Atlanta, he headed towards Charlotte by way of the Tail of the Dragon in Tennessee and North

*(Continued on Page 6)*



### Trans-American Tour (*Continued from Page 5*)

Carolina. And then, it was on up to Virginia, Maryland, and Pennsylvania. Since leaving the mid-Atlantic area, John has visited clubs in New Jersey, New York, Montreal, Vermont, and Massachusetts. His route is extensive, going into Canada three times, as far south as Texas, up to Washington and Oregon, and down to California for a finish at the end of September for the national VTR convention. What an adventure! After John returns home, he plans to write a book. We could be in his book. We're already on his web site. You can also see photos from all his stops on the flickr web site (<http://www.flickr.com/groups/triumphtransamerica/>) Hopefully, by the time you read this, I will have our photos posted.



**Lionel Mitchell (right) presents John Macartney a contribution from CTR toward trip expenses**

On the web site, John and his wife talk about PTSD and his experience with the disorder. It has been estimated that eight percent of the populations in the UK, USA, and Canada have PTSD. And it's not just soldiers. Many policemen and firemen have it, as well as ordinary people. John was trapped in Bagdad as a civilian contractor during the Iran-Iraq war and experienced many traumatic events

that led to his PTSD condition. After returning to England, he watched his colleagues go through drug and alcohol addiction, marriage disintegration, and even suicide. He had nightmares and other reactions for many years, but through therapy has overcome his problems.

So, now that you're filled with regret that you were unable to participate, or even if you did participate, you may be wondering: how can I get involved in this history-making event. Drum roll! The answer is: make a contribution to one of the three charities that John is raising money for. I've only checked out the web site of the USA charity, the Sidran Institute, and I know you can donate on-line and by mail. If you want, you can also send a check to me made out to the charity of your choice, and I will send it to the appropriate organization. When you make a contribution, make sure that you note that it's for John Macartney's Triumph Trans-American Charity Drive. If you do make a contribution, please send me an email ([haymarket4@verizon.net](mailto:haymarket4@verizon.net)) to let me know that you have, and if you don't mind, please let me know how much you contributed. I certainly won't disclose your information to anyone. The only reason I want to know is that I am sending John a report on who participated in the caravan and social events and how much our club members donated as a total. Individual amounts won't be disclosed. I'm sure contributions are tax deductible for the USA charity. I'm not sure about the others.

Here are the web sites for the PTSD charities:

<http://www.sidran.org/>  
<http://www.anxietycanada.ca/>  
<http://www.assisttraumacare.org.uk/>



**With a final wave, John leaves Damascus for his rendezvous with Delaware Valley Triumphs near Philadelphia**



# Damascus Day

July 10<sup>th</sup>



*Paul Scuderi, Jim McHarg and Rich Bohan relax in the shade of CTR's canopy during the Damascus Day "British Invasion."*



*Paul Scuderi's Stag looms large.*



*Spitfires and Spridgets were often compared in automotive magazines. Here, Jim McHarg's Spitfire sits next to an Austin Healey Sprite. Close, but not too close!*



*Classic American iron, like this mid-50s Chevrolet are a mainstay of the Damascus Day car show, although the number of cars on display was smaller this year with the venue moved from Damascus Chevrolet to the American Legion post across town.*



*Above - This Ford was one of many hot rods on display  
Left - The hottest little red wagon you'll ever see!*



## Triumphs are not Clunkers!

Bruce Hislop

I grew up around old cars. My father restored a 1948 Ford Convertible. (As I youngster, I "helped.") His brother restored a 1946 Ford Coupe. I've owned more TR7s than I'd like to admit. Perhaps that's better stated that I've owned more TR7s than my wife would like to admit. Yeah, I've got 10W-30 flowing through my veins and I sweat 87 Octane unleaded gas. I need at least one "project" car around.

More sane people, however, don't necessarily share my enthusiasm. Where I see a stockpile of spare parts, others – and here I mean spouses – might see junk, or better still, a few dollars that could be made on ebay.

It is for this reason that the July 24<sup>th</sup> start of the government's Car Allowance Rebate System (CARS), also known as "Cash for Clunkers" program had me worried. I don't want anybody to look at my Wedges as positive revenue streams. To build my defense against this, I needed to learn more about the program. Off to Google.

While the forced acronym is cute, the "Cash for Clunkers" title is a bit of a misnomer; you will receive no cash for your clunker. What you will receive is a dealer-provided rebate of either \$3500 or \$4500 dollars towards the purchase of one of their cars.

As always, there are stipulations. The cars must be less than 25 years old, running, and get abysmal gas mileage, among other things.

To get your \$3500 rebate towards your new car, you must be able to answer "Yes" to all of these questions.

1. Does your car have a Dealer Trade-in Value less than \$4500 dollars?
2. Is your car less than 25 years old?
3. Has your car been insured and registered continuously for the last year?
4. Is your car rated on [www.cars.gov](http://www.cars.gov) as getting a combined mpg of 18 mpg or less?
5. Does the new car you want to purchase have a 22 mpg combined rating or higher?

If, and only if, you answered "Yes" to all of these

questions, a participating dealer can offer you \$3500 off the price of the new car you buy from them. However, if you can answer the following question in the affirmative, you can get an additional \$1000 from the dealer.

1. Is the car you wish to buy rated at least 10 mpg greater than your clunker?

Sure, I'm a bit of a skeptic about many things. (Let's be honest; I'm better described as a cynic.) This \$3500 to \$4500 is pretty much within the "play" that dealers have built into the car prices already. I'd bet that if you take the Cash for Clunkers deal, there's no way you're getting the "free" floor mats thrown in. Chrysler (or is that Daimler? Or is that Fiat?) is offering DOUBLE the incentive toward a 2009 Chrysler, Jeep or Dodge car. If a company that is currently circling the financial drain is able to double your return, I'm led to believe that this is play money for them. No worries, however, I don't care where the \$3500 comes from. If it's a savings to me (even if the "true" savings is less than \$3500) I'm all for it.

Here's the best part: our cars don't qualify! None of our cars are newer than 25 years old. The cars.gov website only lists back to 1985. (Incidentally, your TVR Convertible from that year is, under these guidelines, a Clunker!)

According to the Federal Government, your Triumph is NOT a clunker! There you have it, the Triumph stays.

*[As a scary aside, your clunker MUST be scrapped – as in crush, shred, demolish. The car cannot be resold. Truly, an ignominious end to a glorious car.]*



The East calls it VTR National... The West calls it Triumphest...

In 2009, it will be called the Greatest Gathering  
of Triumph Owners EVER!



Bookmark our website: [VTR-Triumphest-2009.com](http://VTR-Triumphest-2009.com)



## TR6 Starter Motor Installation: The Impossible Bolt Joe Cannon

Removing the starter motor from a TR6 engine is straight forward, the lower bolt is easily accessible from the bottom. The upper bolt is accessible (in very tight quarters) from the top.

Replacing the motor is another story. The lower bolt is inserted from underneath while holding the heavy motor in place, tighten the bolt so it draws the motor fully in position. The top bolt will slip into its hole easily since it's now all lined up. However it is impossible to put the nut on the bolt unless you have 6" long snake like fingers with 4 joints per finger. Looking from above you can see the bolt threads protruding through the engine housing, but there is no clearance here between the floor panel or firewall and the engine to hold the nut. The only way to do this is to weld a 4" long steel tab on the nut so you can hold it in place while turning the bolt. If anyone is contemplating this project, contact me (703-280-4104 or [jpc8904@yahoo.com](mailto:jpc8904@yahoo.com)) and I will weld the tab to the nut for you.

## Classics on the James September 20<sup>th</sup>

The Central Virginia British Car Club (CVBCC) is pleased to announce their 25<sup>th</sup> annual Richmond *Classics on the James – Antique and Classic Car and Motorcycle Festival*. The event will be held on historic Browns Island, Richmond, Virginia on Sunday, September 20, 2009. Gates will open to the public at 9:30 AM and the show continues until 3:30 PM (rain or shine).

Last year's event was a spectacular success with over 250 automobiles on display. This year's featured marque will be automobiles manufactured by the MG Car Company, Ltd. In addition to the featured MGs and in celebration of the 25<sup>th</sup> anniversary of the *Classics on the James*, we are inviting all of the past "Best in Show" winners. These wonderful automobiles will be on display in a special section of the show field. We are also excited to announce that we are expecting a large number of Ferrari automobiles. Joining the MGs, the Ferraris, and the "Best in Show" winners will be such extraordinary nameplates as: Rolls Royce, Aston Martin, Bentley, AC Bristol, Nash Healey, Austin-Healey, Triumph, Mini, Morris, BMW, Mer-

cedes-Benz, Porsche, Saab, Volvo, Alfa Romeo, Lamborghini, Pantera, and TVR.

The show combines the scenic and historic location of Browns Island on the James River with the equally beautiful Richmond skyline. It's a wonderful venue to view some of the worlds most unusual and interesting automobiles while learning their history and visiting with their proud owners.

Please join us with your family and friends for the 25<sup>th</sup> Annual *Classics on the James*. Admission is \$5.00 for adults (Children 12 and under are free). A portion of the proceeds will be donated to the *Sgt. Santa Foundation*. Sgt. Santa will make a special appearance during the show.

Additional information can be found at: [www.classicsonthejames.com](http://www.classicsonthejames.com) or by calling Kevin Allocca at 804-909-5751. This event is sponsored by the *Central Virginia British Car Club*.

Show participation limited to pre-registered cars. Pre-registration closes September 1<sup>st</sup>!



**Performance for Triumph**

**\$349**



**Roller Bearing Clutch Mechanism for TR250, TR6**

Does your TR6 clutch pedal feel stiff or jumpy? Much of the effort applied to your clutch pedal is lost to friction. Worn fork pins and release bearing carrier will aggravate the problem.

Good Parts new clutch operating mechanism uses roller bearings at the cross shaft and fork pins and an externally greaseable bronze bushing in the release bearing carrier to eliminate friction and wear at these critical areas.

Includes adjustable push rod with spherical rod end.

**4361 New Holland Rd, Mohnton, PA 19540  
610-777-4457 [goodparts@verizon.net](mailto:goodparts@verizon.net)  
[www.goodparts.com](http://www.goodparts.com)**



## EVENTS

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

**Aug 4** - ESB Meeting, Paul Scuderi (rescheduled from July due to vacations and the like)

**Aug 7-8** - TRF Summer Party, Armagh, PA \*CTR\*

**Aug 15** - GYHD, Matt Schipani \*CTR\*

**Aug 23** - Cruisin’ for Crustaceans, Art Fournier \*CTR\*

**Aug 30** - Picnic, Bill Goodwin \*CTR\*

Sep 6 - VA Scottish Games Car Show, [www.vascottishgames.org](http://www.vascottishgames.org)

**Sep 12** - MGCCWDCC Test Drive, Lionel Mitchell \*CTR\*

**Sep 15** - ESB Meeting, Paul Scuderi

Sep 19 - Manassas Antique Car Meet, <http://local.aaca.org/bullrun>

Sep 20 - Classics on the James Show, [www.cvbc.org](http://www.cvbc.org)

Sep 20 - Meeting of the Marques, [www.swscc.org](http://www.swscc.org)

Sep 24-26 - 6-Pack Trials, [www.6-pack.org](http://www.6-pack.org)

Sep 26 - MGs on the Rocks Show, [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)

**Sep 30-Oct 4** - VTR National Convention, San Luis Obispo, CA \*CTR\*

**Oct 3-4** - Berkeley Springs Overnighter \*CTR\*

Oct 10 - TRAC Brits By the Bay Show, [www.tracltd.org](http://www.tracltd.org)

**Oct 11** - Hunt Country Classic and CTR Picnic \*CTR\*

Oct 17 - Rockville Antiques & Classics Show,

[www.rockvillemd.gov/events/carshow.htm](http://www.rockvillemd.gov/events/carshow.htm)

**Nov 17** - ESB Meeting, Paul Scuderi

**Dec 6** - CTR Holiday Party \*CTR\*

## CLASSIFIED

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

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

**For sale: 1977 Triumph Spitfire** with overdrive transmission. Extra parts -- too many to list -- go with car. \$1,800 or best offer. Contact David White at 410-867-1923 (home) or 703-898-7041 (cell).

**Free TR6 Parts:** 1 hood, 2 doors for '73-'76, windshield with frame, 5 wire wheels with old tires, 4 wire wheel adaptors, 2 seat frames with headrests for '73-'76, 1 radiator for pre-'75 cars, 1 metal dashboard for early cars, 1 tan (?) convertible top boot, 2 '74-'76 bumpers (front and rear). All parts are not pretty, but restorable, though the windshield is probably too delaminated to use. Free to CTR club members bearing beer. Located in N. Virginia near Purcellville. Cell 540-687-1966 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**For Sale: Basic engine stand**, used for one TR6 rebuild. \$25. Located in N. Virginia near Purcellville. Cell 540-687-1966 or [tomislav.marincic@earthlink.net](mailto:tomislav.marincic@earthlink.net)

**For Sale: 1980 TR7 Convertible.** Anniversary Edition Green. One owner. 62K miles, garage kept. Drives like new. Mostly original condition, with parts replaced as needed. Nothing wrong with it (less a minor oil leak). \$3500. Contact John Banigan, Woodbridge, VA, 571-285-3599 or 757-353-7592



**For sale: 1967 TR4A.** This car is in excellent running condition and very fun to drive. This is not a show car but a very presentable daily driver. It has its share of dings and scratches but still shines up nicely. Frame has some rust. Upholstery is in good condition and has a new top. Carpet is faded but in good condition. The engine was rebuilt about 40,000 miles ago and still runs great. It does, however, leak some oil (not unusual). Tires and brakes are good. I've owned the car for over 23 years. I hate to sell it, but due to the times we live in I must. I'm asking \$9,300 obo. Contact Bob, Manassas, VA, at 703-335-2581





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**CTR website**  
**www.capitaltriumphregister.com**

## THE STANDARD

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

## Membership Renewal / Application

For renewals with unchanged status, return your mailing label.

Name \_\_\_\_\_

Address \_\_\_\_\_  
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**TRIUMPH's owned** \_\_\_\_\_  
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Newsletter Preference: Electronic \_\_\_\_\_  
Paper \_\_\_\_\_

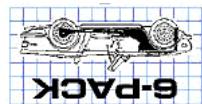
Annual Dues - \$25.00, or  
2 years for \$45.00 SAVE \$5.00!!!

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

**Matt Schipani**  
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**Ashburn, VA 20147**

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

4729 Willow Road  
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## THE STANDARD

### After the Divorce!

**TRIUMPH TRIVIA:** Name three other Triumph models based on the Herald?

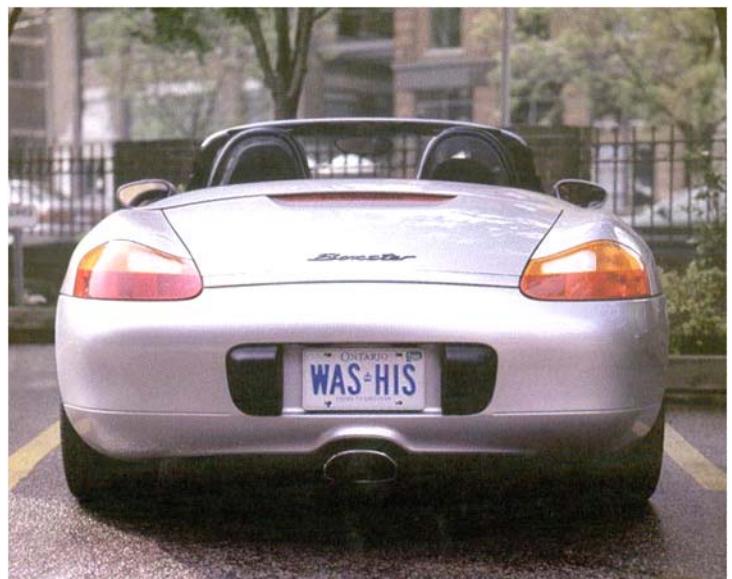
ions  
ived from the Herald as were many aftermarket conversions  
The Vitesse or Sports 6, Spitfire and GT6 were all developed



### Photo Credits

Pages 1, 5 and 6  
Nancy and Lionel Mitchell  
Pages 4 and 7 - Art Fournier  
Page 6 right - Paul Scuderi

Deadline for  
the next issue of  
*The Standard*:  
**August 28<sup>th</sup>!**





# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXI, Number 9, September 2009



*CTR members enjoy a meal at the Coventry Inn during The Roadster Factory's Summer Party.  
Around the table from the left: Lionel Mitchell, Paul Edelstein, Patti and Rich Townsend, Art Fournier,  
Sharon and Rebecca Edelstein, and Nancy Mitchell.  
For more on the Summer Party, turn to page 4.*

**PAGES 1, 4-7 - The Roadster Factory Summer Party; PAGE 2 - From the Prez: Incorporating CTR; CTR Happenings; PAGE 3 - Lucas Tour; PAGE 8 - The Book Corner: Collector's Originality Guide Triumph TR2-TR8; PAGE 9 - Fall British Car Shows; PAGE 10 - Events; Classifieds; PAGE 11 - Club Info**

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## From the Prez: Incorporating CTR

**Paul Scuderi**

For many years now, the idea of incorporating CTR has come up at ESB meetings. The pros and cons are discussed, the idea is tabled, and we move on without a final vote. That discussion once again surfaced at a recent ESB meeting, and this time we're hoping to come to a definitive decision. We have slated a vote for our upcoming meeting on September 15<sup>th</sup>. As this is an important step in CTR's evolution, we'd like to invite any member who might have ideas/opinions on this issue to attend this meeting. Please note that ESB members only are eligible to vote, but your thoughts and ideas will be aired and certainly taken into consideration.

The meeting, once again, will be held on September 15<sup>th</sup>, 7:00 PM at Neighbors, 262 Cedar Lane, SE # D, in Vienna, VA 22180.

Neighbor's website: <http://www.groovequestproject.com/neighbors/index.html>

Mapquest link -  
<http://maps.yahoo.com/map?q1=262%20Cedar%20Ln%20SE%20%23%20D%20Vienna%20VA&mag=5&ard=1#mvt=m&lat=38.887717&lon=-77.242595&mag=5&zoom=14&q1=262%20Cedar%20Ln%20SE%20%23%20D%20Vienna%20VA>

Hope to see you there,

*Paul*



## CTR Happenings

### Welcome CTR's Newest Member!

→ Gregg Bachner, Stephens, VA

### Farewell to Stephen and Ho Yong Oertwig

Longtime Capital Triumph Register and Richmond Triumph Register members Steve and Ho Yong Oertwig are being relocated away from the area. Both are civilian em-

ployees of the United States Army, which is transferring Steve to Hawaii and Ho Yong to her native Korea. Their goal is to reunite in Hawaii where their son Herald is attending university. All of us in CTR will miss the Oertwigs and wish them the best, but we hope they'll eventually be transferred back to the Washington area!

### Hunt Country Classic and CTR Picnic, October 11<sup>th</sup>

Once again CTR will attend the Hunt Country Classic in force. This show, sponsored by the MG Car Club Washington DC Centre, is always well attended and offers a nice selection of participating cars, vendors, food, entertainment, and more.

After the show, Lionel and Nancy Mitchell will once again host a CTR get together at their home in Haymarket, Virginia. Look for more details in the October CTR newsletter or by e-mail notification. In the interim, let Lionel know if you plan to attend the get together at his home by e-mailing him at [haymarket4@verizon.net](mailto:haymarket4@verizon.net) or calling (703) 754-7362.

### E-Mail Event Notification

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change.



### Looking back at *The Standard*:

**Volume V1, Number 9  
September 1994**

In the "then as now" department, the September issue of the newsletter featured an article on The Roadster Factory's Summer Party, this one written by Rich Wilkins. And then as now, Rich and Joanne camped out!

Elaine Gillespie organized a picnic at Algonkian Regional Park in Loudoun County, and plans were in the works for a fall foliage tour to northern Maryland's covered bridges, a winter dinner and tech session on brakes by Motorhead's Jeff Burns.

Art Fournier provided a comparison of vintage license plate laws, in Maryland, Virginia and the District of Columbia. Charlie Brown did a Garage Spot article on adding oxygen sensor to monitor engine combustion efficiency.

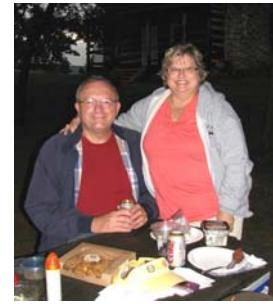


# Lucas Tour

July 25<sup>th</sup>



**Lucas** - creator of self-dimming headlights and the first three position switch: off, dim and flicker



*Clockwise from left - Tour organizers Paul and Sharon Edelstein, Karl and Penny Johnson, Maureen and Jay Donn, Lionel Mitchell, Mike and Linda Papirtis, Mary and Ira Schoen, and Matt Schipani and friend Sarah.*

*Below from left in the group shot at Sky Meadow - Karl and Penny Johnson, Sharon Edelstein, Mary and Ira Schoen, Mike and Linda Papirtis, Lionel Mitchell, Matt Schipani and Sarah, and way down there on the end, Joe Cannon*





# TRF Summer Party 2009

## TR6 Begging for Attention

Rich ("the T") Townsend

Do you ever feel guilty when you leave your doggy with a kennel or a dog sitter while you go on vacation? Heck, I feel guilty when I leave him to go to work. Then you get home, take him for a walk, and he lets you know how much he missed you as if he somehow thinks he's been punished, and he slathers you with kisses (licks) and sticks real close to your heel.. It's gratifying when he communicates.

Such is not the case for the TRF (The Roadster Factory) Summer Party. Rudder, the dog was in loving hands while we were gone. I draw the parallel with the dog because my TR6 communicated with me all the time we were on the road, letting me know that she's been neglected. I get the message. She sits in the garage for weeks on end, and then at the spur of the moment, I expect her to run full speed for 4 days with only an oil change to prepare for it. On the entire trip, my TR6 begged for attention. It showed me numerous times that she has basic needs to maintain her dignity as a roadworthy vehicle. I expand on this after I run down the TRF Summer Party agenda. The theme for this year's party was "SAFARI," and the featured Marque was the TR8.

Patti was able to get loose from work at noon on Thursday, allowing us to depart Catlett by 2 PM instead of Friday morning as we had originally planned. The drive up to Armagh was a little toasty to begin with, but cooled as we got into the Pennsylvania highlands. Patti commented on the beauty of the drive, saying, "It was like driving the Skyline Drive at 65 mph." We phoned ahead to let the rest of the CTR contingent know we'd join them before the night was over.

We had to keep moving to reach TRF by 6 PM when registration was scheduled to close. So there was a 4 hour break between end of registration and the TRF Campground bonfire at 8 PM. Catching up with the CTR group, we had a great dinner at the Coventry Inn, an English Pub in Indiana, PA, owned and operated by Charles Runyan who also owns TRF, as most of you are probably aware. Back at the bonfire, we relaxed and socialized. It was a beautiful night, cool and clear, not what you'd expect for August.

The Friday Summer Party activities, along with registration began in earnest at 9 AM with the Drag Racing at Pittsburgh Raceway Park in New Alexandria, PA, about 25 miles from TRF. There was a steady stream of Triumphs and other British makes logging trips down the track. Nancy and Lionel Mitchell watched with us for a while and had hot dogs for lunch. We did not drag race, but made a feeble attempt at the "LeMans Start" competition. Most were high jumping over their closed driver doors, and moving on down the course. I've never entered my car by jumping over the door, so I thought best to enter conventionally. Even so, my mat and carpet got pushed up against the pedals when I entered, and I stalled the engine on my first try. The second attempt was smoother, but miserably slow. Lionel was more nimble, but I don't think he finished in the money.



**126 mph TR8!**

In addition to drag racing and the LeMans start, numerous planned activities were available on Friday including:

- 9:00 AM - C.A.R. Components Seminar (TRF)
- 1:30 PM - Tour of Dane Castle in Strongsville, PA
- 4:30 PM - BB Gun Shoot (Safari Theme)
- 7:30 PM - Live Music at TRF
- 8:45 PM - Drive-In Movie (Out of Africa) at TRF

My favorite Friday activity was DINNER at 6 PM. TRF served a huge outdoor buffet under a (again huge) party tent. With round tables that sat up to 8e, cloth tablecloths, china plates, wild flower center pieces and real silverware, it felt top-shelf. Yuengling Draft was served, and Yuengling Draft was the perfect beverage to serve with roasted pork right off the pig, sweet corn-on-the-cob, and pork-and-beans. Desert cake was there, but did I mention there was Yuengling Draft?



Another bonfire, this time with a full complement of revelers started at 8 PM, with TRF's Dave Hagenbuch DJing oldies and car songs. Oh, What A Night! Good time had by all.

Saturday was again a day filled with opportunities:

8:30 AM - Vintage Autocross, Indiana, PA – Lionel Mitchell raced his TR6

10:00 AM - Poker Rallye and Mountain Road Tour

5:00 PM - Car Show in Indiana, PA

7:30 PM - Safari Theme Contest

8:45 PM - TRF Summer Party Awards Presentation



*Lionel Mitchell threads the cones at the Autocross.*

Remember the backdrop for all of this is The Roadster Factory itself, so most all of the time, they were open for business, filling orders for parts, and dispensing first hand knowledge and advice about our Triumphs, and the other British makes.

Meeting old and new friends from almost everywhere with the common interest in British Cars was something to cherish. I noticed that none of them were getting any younger. I met and talked to people from as far away as Oklahoma, Texas, Florida, Georgia, and Illinois. The mention of those states does not trivialize the effort and sense of adventure required of anybody to drive a 30 to 50 year old car hundreds of miles, or even 50 miles, to attend. It's the people who invest in the effort that makes it so cool for all of us. The TRF-SP is unique in my view, and my hat goes off to Charles and his staff for pulling it off. I hope he can continue to offer this event years into the future.

One more accolade: Just like the “the more, the merrier” logic works for the TRF-SP in general, the same ap-

plies to those who choose to camp in tents at TRF. The TRF Campground is ground-zero for this event. It is the place to be. Those who camp in tents make it so. No campers – no bonfire. No campers – no music. No campers – no pig roast. So, another tip of the hat to the hardy individuals and their wives and girlfriends who rough it, so that I can have the best of both worlds.



*Above - Rich Wilkins' TR4 and Art Fournier's Spitfire at the CTR tent*

*Below - Rich Wilkins and Lyle Farmer at the CTR tent*



Back to my TR6 begging for attention - It started on Thursday. We zipped out the back window of the top, but rolled up the windows to lessen the “cool wind through our hair.” When we went to roll down the windows later, I rolled, but the window did not go down. I pulled it down from the top with my left hand, and it sagged forward at a 30 degree angle, obviously half-off of the track. We made a quick stop, and I was able to wind it up on the track, and

*(Continued on Page 6)*

**TRF Summer Party (Continued from Page 5)**

then lower it by winding down and guiding it down simultaneously. I rolled it up for overnight, and when I lowered it Thursday morning, again I rolled down, and it stayed up. I pulled on it, and the whole pane dropped into the door, off the track, and not to be raised again even as I write this piece.

Rolling back to Armagh in the dark after a couple beers at the Coventry Inn Thursday night my driver side headlight lost the low beam as I passed by a parked State Trooper parked on the side of Rt. 954. I thought for sure that might be cause for a "routine safety stop," interrogation to follow. Luckily, the Trooper stayed put, and we made it back with a lot of help from the high beams.

As the weekend played out, my TR6 underlined a short list of maintenance items I was not aware of before this trip:

- Rust forming in the driver side floorboard (discovered at LeMans Start competition)
- Parking lights don't work (discovered while traversing campgrounds at night)
- Emergency flashers don't work (discovered on roadside to roll window down)
- Trunk (boot) courtesy light does not work (discovered while looking for sweater)
- Steering rack seems loose (exacerbated on this road trip)
- Tire replacement way past due (I knew this – just weighed heavy on my mind)
- Mounting screw missing from luggage rack (found while packing for return trip)

Well, a to-do list is a good place to start, and I've got that. Thanks for talkin' to me, TR6. You deserve more exercise.

CTR members who made the trip were:

- Paul, Sharon and Rebecca Edelstein - TR8
- Lyle Farmer \* - XKE
- RJ Fortwengler and Sheila Skipper
- Art Fournier - Spitfire
- Glenn Minucci \* - Stag
- Lionel and Nancy Mitchell - TR6
- Sandy and JoAnne Thomson and family \* - TR6
- Rich and Joanne Wilkins \* - TR4
- Rich and Patti Townsend - TR6

\* TRF Tent Campers

**LATE WORD FROM LIONEL MITCHELL:**

Results have been posted on the TRF web site along with photos. There's a photo of Paul E with the jungle animals and one of Joanne Thompson at the autocross. Glenn Minucci won 2<sup>nd</sup> in the Stag class. Our Richmond friends won in the show: Gary Kinney won 1<sup>st</sup> in the TR250 class and Ken Nachman won 2<sup>nd</sup> in the early TR6 class. No surprise in the drag race and autocross: Tim Lanocha won the FTD on the drag with 126 mph in the 1/4 mile followed by Woody Cooper with 113, both TR8s. Richard Good won the FTD at the autocross.

Sandy and Joanne Thompson drove her TR6 in the autocross. Glenn Minucci and I also ran in the autocross. I got bumped up into the modified class because of my tires and wheels. To my surprise my autocross time, which wasn't great, was faster than Woody Cooper's. Go figure. He must have been having a bad day. Rich the T and I also participated in the LeMans start event. It was all fun.

**Dates have already been set for 2010 Summer Party: July 30-31. We had a good CTR showing this year. I'll bet we'll have an even bigger showing in '10.**





*Page 6 Top - Glenn Minucci uses Ken Nachman's trailer as a jackstand while he adds transmission fluid to his Stag*

*Page 6 Bottom- A Herald and Stag for the Triumph Other class at the car show*

*Top left - Sheila Skipper and Rich the T Townsend at the camp-ground*

*Lower left - Paul and Sharon Edelstein at the car show. Yes, the traditional, but light, shower was present.*

*Top right - How many Triumph owners does it take to diagnose a GT6's drivetrain problem during the mountain run?*

*Center right - Lionel Michell, Sandy Thomson, Nancy Mitchell and Joanne Thomson at the car show before the shower*

*Lower right - Around the table from the left, Art Fournier, Lionel Michell, Paul, Rebecca and Sharon Edelstein, and a TR3 driving uncle and nephew from Green Bay, WI, enjoy Friday's buffet under the big top*



## The Book Corner

RJ Fortwengler

### *Collector's Originality Guide Triumph TR2-TR8*

Written by Bill Piggott

Published by Motorbooks (May 2009)

Retail \$50

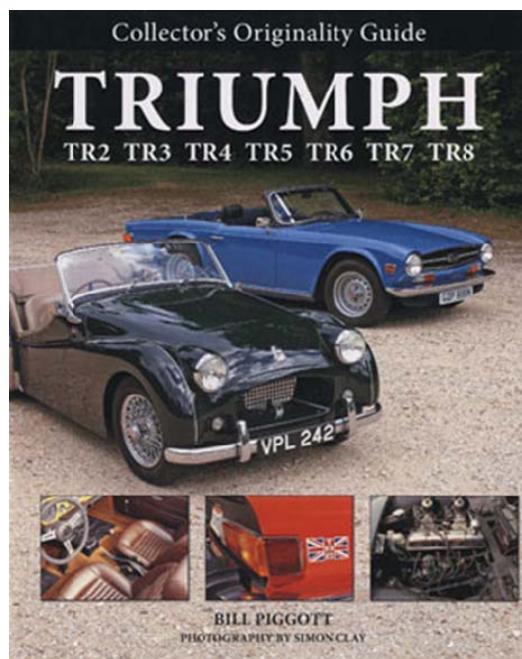
In the interest of full disclosure let me say right up front that I knew I would love this book before I even read its 352 beautifully-illustrated pages. One of the favorite books on my car bookshelf is one of the volumes that went into this compilation of previously published TR Guides by Bill Piggott.

This new Originality Guide combines all three previous books in the TR Series—*Original Triumph TR2/3/3A*, *Original Triumph TR4/4A/5/6*, and *Original Triumph TR 7&8*—into one comprehensive and updated guide for Triumph enthusiasts. This is good news since the first two volumes have been out of print for a few years and only available at swap meets or online auctions. Also, it brings together in one guide all the information on originality for the full range of TR models. Having all the books together also provides a wonderful opportunity to learn more about Triumph models other than your own.

I received my cherished copy of *Original Triumph TR4/4A/5/6* as a gift in the early '90s and it has been a constant source of information and enjoyment ever since. With the new *Collector's Originality Guide Triumph TR2-TR8* we now have available an all-inclusive and exhaustive encyclopedia containing all the details of all the models in the TR range of sports cars from early to late. Information on each model is presented pretty much as originally published though updates and corrections have been made wherever necessary. Each model has chapters devoted to body and exterior trim, colors and interior trim, instruments and controls, electrics and lamps, engine and carburetors, transmission and rear axle, chassis and suspension, steering and brakes, and wheels and tires. Of particular interest are details on the available options and accessories of each period that made each car so unique. Finally, production numbers are provided with commission identification numbers for each model and its variants that allow you to decode your VIN (or possibly identify that rare model being offered on eBay). I doubt anyone reading this will be surprised that even with the author being provided with full access to factory records there is much that is not known and some gaps and uncertainties

remain in commission number sequences and production totals.

All of this information is provided in a handsome hardcover volume with easily readable text illustrated by almost 800 brilliant color photos. Piggott has obviously worked hard to make the book as comprehensive and accurate as possible, and photographer Simon Clay contributes some of the best car photography I have ever seen. Cars used as photo subjects were in original condition whenever possible and when un-restored cars were not available to illustrate all aspects of TR originality carefully selected and authentic restored cars were used.



For me, and I suspect many, it is enjoyable when looking at TRs to notice the small details...the correct shade of British Racing Green, the different "mouth" treatments of the TR2/3 models, period dealer-installed accessories, differences between U.K and U.S. spec models, and various badges, bulges, etc. It's satisfying to be able to identify different models by knowing the cues to look for, and fun to amaze your friends with all manner of arcane facts and otherwise useless minutia ("Hey look at that...did you know that even though the battery on the TR8 was moved to the boot the factory continued to fit the redundant TR7 battery tray under the bonnet"). And if you are looking for the definitive source to resolve those debates (and friendly bar bets) about what was original ....well the *Collector's Originality Guide Triumph TR2-TR8* is it.

Knowing the history of a model, its specifications, options, features, and details enhances the appreciation of all things TR and the enjoyment of our cars and the hobby. Whether looking at a fully-restored show car at Britain on the Green, an un-restored driver at one of our driving events, or researching your own car or a prospective purchase you will find the new *Originality Guide* an invaluable resource.

I highly recommend it to all.

*Collector's Originality Guide Triumph TR2-TR8* is available at [motorbooks.com](http://motorbooks.com) or by calling 800 458-0454.

### About the Author, Bill Piggott

A lifelong sports car enthusiast, Bill has owned virtually every model of TR since buying his first example in 1970. This book includes the extensive TR info he has gathered in his research as archivist and principal registrar of the TR Register and through access to factory build records. The retired lawyer writes about classic cars and steam railways as well as finding and renovating interesting vehicles.



## 2009 Fall British Car Shows

### Sep 12 - 2009 Annual Car Show

**Where:** Battery Park, Delaware City, DE

**Information:** [www.bccdelaware.com](http://www.bccdelaware.com)

**Sponsor:** British Car Club of Delaware

### Sep 20 - Classics on the James

**Where:** Browns Island, Richmond, VA

**Information:** [www.classicsonthejames.com](http://www.classicsonthejames.com) or 804-909-5751

**Sponsor:** Central Virginia British Car Club

**Note:** Registration cutoff was Sep 1

### Sep 26 - Wings and Wheels

**Where:** Hummel Airfield, Topping, VA

**Information:** [www.wingsandwheels.us](http://www.wingsandwheels.us) or 804-758-2753

### Sep 26 - Brits on the Bay and The Battle of Britain Car Show

**Where:** Military Aviation Museum, Virginia Beach, VA

**Information:** [www.tidewatertriumphs.org](http://www.tidewatertriumphs.org)

**Sponsor:** Tidewater Triumph Register

### Sep 26 - MGs on the Rocks

**Where:** Rocks State Park near BelAir, MD

**Information:** Mike Lutz at 410-592-8610 or e-mail [mglutz@verizon.net](mailto:mglutz@verizon.net)

**Sponsor:** MGs of Baltimore

### Oct 2-4 - Fall British Car Festival

**Where:** Waynesboro, VA

**Information:** [www.svbcc.net](http://www.svbcc.net)

The East calls it VTR National... The West calls it Triumphfest...

In 2009, it will be called the Greatest Gathering  
of Triumph Owners EVER!



EAST Meets WEST

Triumphfest  
VTR National 2009

San Luis Obispo, California

September 30 - October 4

Bookmark our website: [VTR-Triumphfest-2009.com](http://VTR-Triumphfest-2009.com)

**Sponsor:** Shenandoah Valley British Car Club

### Oct 3 - Brits Invade the Capital

**Where:** Dover, DE

**Information:** [www.bccdelaware.com](http://www.bccdelaware.com) or 302-284-4672 or e-mail [dhenderson@wildblue.net](mailto:dhenderson@wildblue.net)

**Sponsor:** British Car Club of Delaware

### Oct 10 - Brits by the Bay

**Where:** Downs Park, Pasadena, MD

**Information:** [www.trac ltd.org](http://www.trac ltd.org) or e-mail [BritsByTheBay@gmail.com](mailto:BritsByTheBay@gmail.com)

**Sponsor:** Triumphs Around the Chesapeake (TRAC)

### Oct 11 - Hunt Country Classic

**Where:** Willoughby Farm, Marshall, VA

**Information:** [www.mgcarclubdc.com](http://www.mgcarclubdc.com)

**Sponsor:** Washington, DC MG Car Club

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**Roller Bearing Clutch Mechanism for TR250, TR6**

Does your TR6 clutch pedal feel stiff or jumpy? Much of the effort applied to your clutch pedal is lost to friction. Worn fork pins and release bearing carrier will aggravate the problem.

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## EVENTS

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

Sep 6 - VA Scottish Games Car Show, [www.vascottishgames.org](http://www.vascottishgames.org)

**Sep 12** - MGCCWDCC Test Drive, Lionel Mitchell \*CTR\*

**Sep 15** - ESB Meeting, Paul Scuderi

Sep 19 - Manassas Antique Car Meet, [http://local.aaca.org/bullrun/](http://local.aaca.org/bullrun)

[2009 Bull Run Rohr Show Flyer.pdf](#)

Sep 20 - Classics on the James Show, [www.cvbc.org](http://www.cvbc.org)

Sep 20 - Meeting of the Marques, [www.swscc.org](http://www.swscc.org)

Sep 24-26 - 6-Pack Trials, [www.6-pack.org](http://www.6-pack.org)

Sep 26 - MGs on the Rocks Show, [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)

**Sep 30-Oct 4** - VTR National Convention, San Luis Obispo, CA  
\*CTR\*

**Oct 3-4** - Berkeley Springs Overnighter \*CTR\*

Oct 10 - TRAC Brits By the Bay Show, [www.tracltd.org](http://www.tracltd.org)

**Oct 11** - Hunt Country Classic and CTR Picnic \*CTR\*

Oct 17 - Rockville Antiques & Classics Show,

[www.rockvillemd.gov/events/carshow.htm](http://www.rockvillemd.gov/events/carshow.htm)

**Nov 17** - ESB Meeting, Paul Scuderi

**Dec 6** - CTR Holiday Party, Joe and Rita Cannon's, Fairfax, VA  
\*CTR\*

## CLASSIFIED

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

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

**For Sale: 1980 TR7 Convertible.** Anniversary Edition Green. One owner. 62K miles, garage kept. Drives like new. Mostly original condition, with parts replaced as needed. Nothing wrong with it (less a minor oil leak). \$3500. Contact John Banigan, Woodbridge, VA, 571-285-3599 or 757-353-7592



**For sale: 1967 TR4A.** This car is in excellent running condition and very fun to drive. This is not a show car but a very presentable daily driver. It has its share of dings and scratches but still shines up nicely. Frame has some rust. Upholstery is in good condition and has a new top. Carpet is faded but in good condition. The engine was rebuilt about 40,000 miles ago and still runs great. It does, however, leak some oil (not unusual). Tires and brakes are good. I've owned the car for over 23 years. I hate to sell it, but due to the times we live in I must. I'm asking \$9,300 obo. Contact Bob. Manassas, VA, at 703-335-2581



**For sale: 1972 Triumph TR6.** Sapphire blue with Black interior, 88,000 Miles, 4-speed, AM/FM Cassette Radio, Fresh Dunlop tires, Tonneau cover, Convertible top boot, Various extras. Asking \$8,250. Contact: gparaud@gmail.com



**For sale: Set of four 13x5 Minotaur wheels** (minilite replicas) made in the UK. I believe they are a 20 or 25mm offset. Shod with 175/70/13 Sumitomo HTR200 tires (good performing all-season street tires) that were installed last

(Continued on Page 12)



# CLUB OFFICERS

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

## THE STANDARD

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

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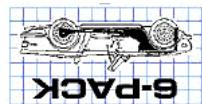
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## Advisors

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<b>TR250 &amp; 6</b>	<b>Arleigh Cottrell</b> (301) 627-6637 <a href="mailto:RaceNutz@aol.com">RaceNutz@aol.com</a>
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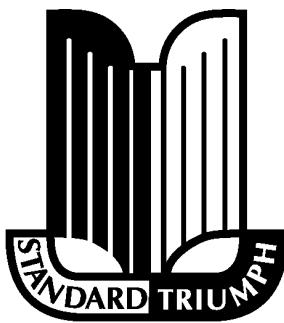


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# THE STANDARD

**TRIUMPH TRIVIA:** What Triumph was code named Bullet?

The TR7, "the shape of things to come," was code named Bullet by Triumph.



## Photo Credits

Page 1 - Coventry Inn Waitress  
 Page 3 - Paul Edelstein  
 Page 4 - Lionel Mitchell  
 Page 5 Left - Nancy Mitchell  
 Pages 5 Right, 6, 7 - Art Fournier  
 Page 7 Bottom Right -  
 Rich Townsend

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



## Classified (Continued from Page 10)

year and have under 1,000 miles on them. Center caps included. All four wheels are in good condition, with some small blemishes on a couple of them. One has a very light curb rash for a couple inches on the lip. Wheels/tires are true, no bends, and balanced. These currently go for \$659 in the Vicky Brit catalog, and including the new tires and mount/balance would run over \$800. I'm asking \$500 negotiable and can deliver local. These fit GT6, Spitfire, and probably other small-chassis Brits. Burke, VA . Contact Josh Hickey [irish44j@yahoo.com](mailto:irish44j@yahoo.com)



# THE STANDARD

The Official Publication of the  
**Capital Triumph Register**

Volume XXI, Number 10, October 2009



*Tom Burke and Steve Oertwig beam with pride at the transmission they wrestled out of Matt Schipani's Triumph 2000 during a Get Your Hands Dirty session on August 29<sup>th</sup>.*

*For more on the GYHD, turn to page 6.*

**PAGES 1 and 6-8 - GYHD Transmission Session; PAGE 2 - From the Prez; CTR Happenings;  
PAGE 3 - Cruisin' for Crustaceans; PAGE 4 - C&O Canal Run; From the Editor  
PAGE 5 - MG / TR Test Drive; PAGE 9 - Virginia Scottish Games Car Show; Triumph Trans-American Charity Drive; PAGE 10 - Events; Classifieds; PAGE 11 - Club Info**

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## From the Prez: Incorporating CTR

**Paul Scuderi**

At our September 15 ESB meeting, the issue of incorporating CTR was brought to the table. With the help of Bruce Hislop's detailed research, and subsequent discussion, the vote was unanimous to proceed. An action committee made up of Paul Scuderi, Paul Edelstein, Rich Smalling and (absent but included) Fred Mittelman was formed to implement the necessary procedures and paperwork to incorporate CTR.

Benefits to incorporating are many. At club level incorporating provides a layer of protection for club and board members in case of an accident, be it auto related or otherwise. This exposure seems relatively minor, however, there is no such thing as "minor" if one is sued. A larger exposure to our club and its members is BOG. With BOG's success (we've averaged 180+ cars and 500+ spectators) our exposure increases dramatically. In our current unincorporated position, planners and workers alike can be exposed to suit if something should happen at the show. Incorporating protects these individuals.

The negative of incorporating is, of course, the paperwork required to implement and maintain the corporation. Bruce did a fantastic job of informing meeting participants of the necessary paperwork involved (thanks Bruce!), and it was discovered that incorporating as "Social Activities Group" requires minimal maintenance. So, myself as club President, Paul Edelstein and Fred Mittelman as attorneys and Rich Smalling as club Treasurer will meet to form the corporation with the intent of having incorporated status by December 31.

Thank you to all who attended the September 15<sup>th</sup> meeting. Your constructive input and discussion were vital to making this milestone decision a club decision. If you have any questions regarding this matter, or would like to be kept up on our working group's progress, feel free to email me at [trsix\\_guy@yahoo.com](mailto:trsix_guy@yahoo.com). I'll be sure to keep you in the loop.

Meantime, keep your head up and your top down!

*Paul Scuderi*  
CTR President



## CTR Happenings



### VTR Convention and Triumphest

Steve Oertwig is shown above with the Triumph 10 he's driving at this year's VTR Convention being held as part of the Triumphest in San Luis Obispo. Expect a full report from Steve after the Convention.

### Hunt Country Classic and CTR Picnic, October 11<sup>th</sup>

Once again CTR will attend the Hunt Country Classic in force. This show, sponsored by the MG Car Club Washington DC Centre, is always well attended and offers a nice selection of participating cars, vendors, food, entertainment, and more.

After the show, Lionel and Nancy Mitchell will once again host a CTR get together at their home in Haymarket, Virginia. Look for more details in the October CTR newsletter or by e-mail notification. In the interim, let Lionel know if you plan to attend the get together at his home by emailing him at [haymarket4@verizon.net](mailto:haymarket4@verizon.net) or calling 703-754-7362.

### T4 - November 7<sup>th</sup>

One of CTR's final driving events of the year is its T4 - Triumph, Tech, Tour and Taste (tech sessions in multiple garages with food along the way) planned for November 7<sup>th</sup>.

(Continued on Page 8)



# Cruisin' for Crustaceans

August 23<sup>rd</sup>

Art Fournier



CTR's 16<sup>th</sup> annual Cruisin' for Crustaceans tour is now in the history books. The company was superb, the weather was perfect, the country roads were delightful, the crabs were plentiful (if a bit pricey), and the beer was cold. Life on a summer Sunday doesn't get much better than that! This year's tour took us through the horse and farm country of southern Anne Arundel County – South County, as it's locally known – to Mike's Crab House in Riva, Maryland. Mike's is located on the South River about five miles southwest of Annapolis.

There were one or two problems, however. Lionel Mitchell's TR7 developed a carburetor problem that turned out to be due to a torn and misaligned diaphragm. Jay Donn was able to analyze and correct the problem well enough for the car to run, but Lionel and daughter Laura opted to head home to Haymarket rather than press on with the tour. And on the way home later in the day, Joe and Rita Cannon's TR6 suffered from a lack of power that turned out to be caused by a fuel tank venting (or lack thereof) issue.

In all, 25 CTR members, family and friends took part in the tour in a variety of cars including three GT6s, a Spitfire, a Stag, four TR6s, two TR7s, an Austin-Healey, a Cortina, a Jaguar, and two cars of non-British, but very reliable, origin. Thanks to all who took part in the tour; we look forward to 2010 when the search for the tastiest crabs and crab cakes will continue.



*Top - Paul Scuderi and Lionel Mitchell help Jay Donn repair Lionel's recalcitrant Stromberg carb*

*Above - Enjoying crabs at Mike's*

*Below - Art Fournier's Spitfire from Rich Bohan's TR6*

*Below left - Rich Smalling's TR6 from Matt Schipani's GT6*





# Canal Run KDO is Back

**Saturday, October 24th**

**Paul Scuderi**

Join us once again for a leisurely drive along the roads paralleling the C & O Canal. We'll begin at the Carderock parking lot just north of Rte 495, visit several locks and end our trip with a picnic lunch at the Monocacy Aqueduct. These great LBC roads combined with a number of "get you feet wet" stops will make for a memorable KDO (Knock the Dust Off) Run.

Construction of the C & O Canal began on July 4, 1828. Costing 14 million dollars, it took 22 years to complete, beginning operation on October 10, 1850. The 184.5 mile Canal required 74 "lift locks," 7 dams, 11 aqueducts, and the construction of an enormous (Paw-Paw) tunnel, which stretches 3,118ft, and is 27ft wide and 24ft high. The tunnel alone took 8 years to build, which is an average of only about 1 foot per day! The Canal is a testament to man's ingenuity, and, with its proximity to the Potomac River, has become a wonderful place for people to enjoy the park and its natural surroundings.

Our trip will begin at 9:45am at the Carderock Parking lot, just north of Rte 495. We'll depart at 10am sharp. Direc-



tions to Carderock are as follows:

From Maryland - take 495 to the Carderock exit, which is JUST before the Cabin John Bridge (it will always be the Cabin John Bridge to me). Heading north towards Potomac, merge onto Clara Barton Parkway. Right exit off Clara Barton up a ramp. At top of ramp, turn left and cross bridge. Wind through the park entrance to stop sign at tee in road. Turn left and meet at the far end of the parking lot. Bonus – There are facilities at this location.

From Virginia – take 495 towards Rte 270. Exit just over Cabin John Bridge onto Clara Barton Parkway, veering north towards Carderock/Potomac. Travel beneath 495 and follow the directions above. Interesting note: Can you spot the Patriot Missile Battery on the grounds of the Naval testing facility?

Should be a great day. For info or to RSVP contact Paul Scuderi at [tr6\\_guy@hotmail.com](mailto:tr6_guy@hotmail.com), or call (240) 876-7222.



## Looking back at *The Standard*:

**Volume V1, Number 10  
October 1994**

The October 1994 issue featured an article by Mary Schoen on the club's Fall Foliage Tour through Maryland's Catoctin Mountains. The trip was organized by René and Denise Burcksen and Dick and Carmen Thigpen and featured two covered bridges, Cunningham Falls, and lunch at Mealey's in New Market. An amazing 35 members in 19 cars took part.

Beverly and David Dougherty reported on the Meeting of the Marques, Bob Head described the Shenandoah Valley British Car Festival, and George Earwaker recapped his and Karen's trip to Summit Point for the Blue-Gray Challenge. In the works were a winter dinner organized by Elene Gillespie and brake overhaul tech session at Motorhead.



**From the Editor:  
As Seen Through the  
Windshield**  
**Art Fournier**

Colleen Wilkinson editor of the Portland, Oregon, Triumph Owners Association newsletter recently featured a series of photos taken through Triumph windshields. I'd like to do the same. As examples, page 3 of this issue includes a pair of photos by Rich Bohan and Matt Schipani.

Photos can include other Triumphs, scenery, street scenes, but must show part of the Triumph from which the photo was taken. Get creative! Who knows, there may even be fabulous (but not too pricey) prizes. But in the interest of safety, let your passenger take the pictures. E-mail me your photos at [ArtFournier@comcast.net](mailto:ArtFournier@comcast.net)



# MG/TR Test Drive at Bull Run Park

**September 12<sup>th</sup>**

**Lionel Mitchell**

Two tautologies about the MG/TR test drive event: it's great fun and it's sparsely attended. On September 12, the event, organized by the MG club, was held at the Bull Run Regional Park. Three members from CTR and six from the MG club attended. From CTR, besides me, Rich the T and Scott Tilton attended. From the MG club, Charlie Scott, Keith Mitchell, Nelson Wilson, Jim Stuart, Bob Burnett, and Jim Lunson, attended.

This is a great venue for a driving event since it's closed off to traffic, and it's a fun event because you get to experience other LBCs. In the MG stable were 3 MGBs, one MGB/GT V8, a TD, and a Midget. From the Triumph stable, we brought 3 red TR6s. The MG guys wanted to know whether Triumph made cars in colors other than red. The V8 MGB/GT was, of course, a fun drive (you could start off in fourth gear there is so much torque), but I actually enjoyed driving the Charlie Scott's Midget more. With its fast road cam and free-flow exhaust, it had a lot of punch for a 1.5 litre engine. Charlie's Midget also has a 5-speed tranny, which we didn't get to really experience, but he said it cruises great at 80+ MPH on the open road. Some of the Bs also had more punch than the stock versions and were also fun to drive. I also greatly enjoyed driving Scott Tilton's TR6. He has had some performance work done on his cylinder head and has installed high-ratio roller rockers, in addition to having headers and free-flow exhaust.

The only incident that marred the event was that Nelson Wilson's TD suffered a broken rear axle and had to be towed home. From the discussion from the MG guys, the axles on those cars are like pencils. So, this was not a complete surprise.

All in all, it was a fun event. Charlie Scott expects to schedule the event next year around the same time, depending on the Park schedule. The number attending this year was the same as last year: we had one less and they had one more. I encourage all of you to consider attending next year. I feel guilty having all the fun. Hopefully, we'll have more than red TR6s next time.

**Right Center - Keith Mitchell and Scott Tilton check out the engine in Scott's TR6**

**Right Bottom - Not all red cars are TR6s: Keith Mitchell and Charlie Scott with Charlie's Midget**



*Bob Burnett, Keith Mitchell, Charlie Scott, Jim Lunson, Jim Stuart, and Nelson Wilson from the MG Club wonder why CTR's Rich the T Townsend and Scott Tilton are wearing shorts instead of the obligatory blue jeans*





# GYHD: Pride and Transmission Fluid

August 29<sup>th</sup>

Tom Burke

*Foreword: In an attempt to provide a well-balanced educational value to this newsletter, I have occasionally written articles based upon English Literature, including at times references to Shakespeare and Kipling. Well, now it's time, as it was in school, for Jane Austen. I would offer my apologies, but honestly, she had this coming, and besides, she's dead.*

## Pride and Transmission Fluid

Imagine our delight upon receiving an elaborate engraved invitation from Mr. Matthew Schipani (of the Ashburn Schipanis) to a gathering at his country home, Silkworth. Mr. Schipani referred to a "GYHD" or "Get Your Hands Dirty," which we took to be one of his odd attempts at humor. He also called the afternoon tea, "Slap My Tranny." Mr. Schipani's reputation precedes him and, heaven knows, what he does with his friends is none of our business, but again, we took this to be a product of his often mis-placed joviality. After all, one simply does not get one's hands dirty or go about slapping trannies at a Saturday gathering of British Motoring gentry.

As we approached Mr. Schipani's residence, we were pleased to see many of the stalwarts of the Triumph Community. Surely, on such a fine day in late August, the opportunity to see and be seen with Edelstein, Mitchell, Oertwig, Mittleman and the like would only increase our chances of gaining honours at the upcoming Capital Triumph Register Awards Dinner. We stood a bit taller and bowed slightly to our compatriots. They returned the greeting and directed us to the tea and coffee service where we found a sort of "box" filled with those perforated crumpets the Americans call "doughnuts."

We looked about, expecting to see the liveried attendants and fine sterling that are the requisite appointments of a proper British afternoon tea. Oddly, instead of fine silver and trays arrayed with bon-bons and tarts, the tables were filled with "tools" and trays of what appeared to be "nuts." Do not mistake me, no cashews, or pistachios, nor even the humble peanut. These were the sort of nut found, we are told, under, around and through the portion of fine British automobiles concealed beneath the bonnet and wings. There were also, according to someone, "bolts" (whatever they are), all of these bearing a thick coating of some vile,

congealed dusky cream sauce as black as a chimney-sweep's britches. We do not recall what this substance was called, only its ability to somehow instantly adhere to every portion of our clothing and skin. The centerpiece of this horrifying tableau was the 'Tranny' Mr. Schipani had referred to. This "tranny," we were informed, has something to do with the propulsion of a Triumph motorcar, and it seems that Mr. Schipani's "tranny" was no longer providing that service. (We feel we should, at this point, offer an apology to Mr. Schipani regarding his "tranny" and the slapping of it. We had assumed something rather altogether different.)

In any case, for those readers not fortunate enough to know us, we feel we should explain that our father-in-law's well-established success in the importation of Tasmanian ocelot kittenskins has relieved us of the tedious necessity of maintaining or, for that matter, even driving our stable of immaculate Triumph motorcars. In fact, we make it a point to ride, always, in the back of our Spitfire, behind the "front" seats, lest our chauffeur, Oswaldo, get the wrong idea about his station in life.

So the horror and confusion we felt can scarcely be described, when Mr. Schipani and Mr. Mitchell suggested that, we, a registered member of the Sons of Kitchener's Defeat at Omdurman and a Sustaining Member of the Fund to Bring India Back Into The Empire by Any Means Necessary, should somehow be involved in the actual removal of Mr. Schipani's malfunctioning tranny from the dark and forbidding recesses beneath his Triumph 2000 saloon. Before we could raise a protest, we were handed an assortment of spanners and chucked, head-long, between the jackstands that supported the conveyance, where we found Mr. Oertwig, dressed in some sort of "overalls" and bearing, for all this, an improbable grin on his face, as he dealt with some odd cylindrical thing called a "driveshaft."

Everywhere before us we saw those odd "nuts" and those "bolts" and the "tranny" hung aloft menacingly, and everything, everywhere, was coated with that strange black pudding-like substance which, we were given to understand, had once been poured into the workings of this remarkable example of British engineering, and which had, somehow, unbelievably, managed to escape and spread itself in all directions across the structure which loomed above us now. We are consoled only by the self-assurance that none of the fine British Leyland products which rest in our spacious carriage-house carry beneath them the least amount of this odious compote. Should we find out otherwise, be assured that Oswaldo will bear the brunt of our



*Above - Fred Mittelman, Gary Kinney of the Richmond Triumph Register, and Paul Edelstein work on the new transmission*

*Below - Paul Edelstein checks to make sure Tom Burke isn't sleeping on the job*

*Top right - JP Puckett, Paul Edelstein and Gary Kinney  
Center right - Lionel Mitchell and Brian Murray studiously  
ignore the transmission work in the background*

*Lower right - Matt Schipani and Paul Edelstein decide what  
needs to be done next*



**GYHD (Continued from Page 6)**

rage, and that he and his family will no longer enjoy the hospitality they have been afforded, living behind the steamer trunks in our attic.

But still, the image of finely printed "Certificates of Appreciation" proffered at the CTR Award Dinner (along with the "Motorhead Gift Certificates" that my chauffeur gratefully accepts as his Christmas bonus), and the inexplicable good nature of my peers in this undertaking forced me to stiffen my upper lip, think of England, and actually "touch" the "nuts," the "bolts," and, as God is my witness, the "tranny." Thankfully, the spanners we were given seemed to provide both leverage and some remove from the egregious excreta of Mr. Schipani's runabout.

A word about this, if we may. Mr. Schipani, being Italian, can, perhaps, be forgiven for his lack of understanding of the formalities of British Afternoon Tea. However, even in the so-called "countries" beyond the British Isles, and here in the Colonies, it is understood that, when tea is served, the cups, the teapot, the tray, the napkins are all expected to be immaculate. So we are unable to understand how Mr. Schipani somehow overlooked his responsibility to see to it that the "tranny" and the attendant "nuts" and "bolts" beneath his automobile were polished and gleaming like the very Crown Jewels, the better to accomodate we, his guests. Surely, though we were lying in his driveway, simple propriety and common courtesy would seem to demand that we not be subjected to, as it were, consuming hors d'oeuvres off the floor of Harrod's department store. But I digress...

The "tranny," it seems, was "automatic," but there was nothing automatic about its removal. Each "nut" and "bolt" was more inaccessible than the last, and some kind of repugnant, pinkish liquid called 'transmission fluid' dripped and leaked from every pipe and portal, soiling my waistcoat and adding a flavor to my palate that no "doughnut" could erase. Mr. Oertwig and I persisted, though, he, all the while bearing that same inexplicable grin, as though this ordeal was, in some way actually an event to be enjoyed. The British Motoring Community has, at times, an odd standard for what it calls "fun."

Like the Boer War, this all had to end eventually, and Mr. Oertwig and ourself emerged, as if dis-interred from a soot-filled haggis with our "tranny" as a trophy. While we were trapped beneath the beast, our companions (including the remarkably clean Mr. Schipani, Messrs. Kinney, Mittel-

man, Mitchell, Puckett, Murray, and Edelstein) had devoted their attentions to the centerpiece of Mr. Schipani's table arrangement, the new tranny which would supplant the one currently bleeding transmission fluid onto the driveway like a harpooned whale. Had we the presence of mind to profess some knowledge of the inner workings of these "transmissions," perhaps our waistcoat and cravat would not have suffered the fate they did. We then retired to Mr. Schipani's dining room, where he treated us to the curious meat pies and sausages the Yanks call "hamburgers and hot dogs."

One would say like to say "All's well that ends well," but, before closing, I must simply add that Mr. Schipani will be receiving an invoice from Babberscuttle & Guineakeith's (One-hour Drycleaners and Martinizers to the Queen) for services rendered (one waistcoat and one cravat). I would suggest he pay it forthwith.

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**CTR Happenings(Continued from Page 2)**

Additional details for this year's T4 haven't been finalized yet, but expect the T4 information to be provided to the e-mail list and on the CTR Forum.

**CTR Forum**

Want a place to chat about anything remotely related to CTR or Triumphs? A place to share your restoration progress or go for help when a tech question comes up? Then join CTR's on-line Forum. Go to:  
[http://www.capitaltriumphregister.com/forum/Blah.pl?](http://www.capitaltriumphregister.com/forum/Blah.pl)  
and register. (Passwords need to be eight characters or less.)

**CTR Canopies**

Bruce Hislop is currently storing two boxed 10'x20' CTR canopies that are used occasionally at Britain on the Green; however, Bruce beginning serious restoration work on his TR7 Spider and needs to free up garage space. If you have room to store the canopies, please contact Bruce at :  
[bmhislop@hotmail.com](mailto:bmhislop@hotmail.com)

**E-Mail Event Notification**

Please make sure we have your up-to-date e-mail address so that you don't miss out on news of CTR events, especially late breaking changes and pop up events! And please don't forget to give us your new mailing addresses and phone numbers when they change.



## Virginia Scottish Games Car Show

September 6<sup>th</sup>



Art Fournier with his Spitfire and Lionel Mitchell with his TR6 took part in the Virginia Scottish Games at Great Meadow near The Plains on Saturday, September 6. The show continued on Sunday with a larger selection of British and classic cars. For the previous two years the show was held at Skye Meadow and for many years before that in Alexandria.



## Triumph Trans-American Charity Drive

John Macartney visited CTR and the Washington area in July during one of the first legs of his Triumph Trans-American Charity Drive. He successfully ended the drive on September 30 when he and "Uncle Jack," the Triumph Stag used for the trip, arrived at the VTR National Convention and Triumphfest in San Luis Obispo, California.

Over the course of the drive, which began June 27, John logged over 14,000 miles, visited 31 states and 6 provinces, was hosted by 45 individuals and clubs, and was escorted in caravans by over 1,000 Triumphs and other British cars.

Uncle Jack is being auctioned off at Triumphfest to raise additional funds for the Post Traumatic Stress Disorder charities John is supporting. Way to go John!



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## EVENTS

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

**Sep 30-Oct 4** - VTR National Convention, San Luis Obispo, CA \*CTR\*

**TBD** - GYHD 2000 Transmission Part II, Matt Schipani, Asburn, VA \*CTR\*

Oct 10 - TRAC Brits By the Bay Show,  
[www.tracltd.org](http://www.tracltd.org)

**Oct 11** - Hunt Country Classic and CTR Picnic \*CTR\*

Oct 17 - Rockville Antiques & Classics Show,  
[www.rockvillemd.gov/events/carshow.htm](http://www.rockvillemd.gov/events/carshow.htm)

**Oct 24** - C&O Canal Run, Paul Scuderi \*CTR\*

**Nov 7** - T4 \*CTR\*

**Nov 17** - ESB Meeting, Paul Scuderi

**Dec 6** - CTR Holiday Party, Joe and Rita Cannon's, Fairfax, VA \*CTR\*

**Apr 25, 2010** - Britain on the Green \*CTR\*



**For sale:** Set of four 13x5 Minotaur wheels (minilite replicas) made in the UK. I believe they are a 20 or 25mm offset. Shod with 175/70/13 Sumitomo HTR200 tires (good performing all-season street tires) that were installed last year and have under 1,000 miles on them. Center caps included. All four wheels are in good condition, with some small blemishes on a couple of them. One has a very light curb rash for a couple inches on the lip. Wheels/tires are true, no bends, and balanced. These currently go for \$659 in the Vicky Brit catalog, and including the new tires and mount/balance would run over \$800. I'm asking \$500 negotiable and can deliver local. These fit GT6, Spitfire, and probably other small-chassis Brits. Burke, VA . Contact Josh Hickey [irish44j@yahoo.com](mailto:irish44j@yahoo.com)

**For Sale: MGB Boot (Tan).** Please let me know if there is any interest, it was \$210 new, but will go very cheap. Contact Tim at [t.shalvey@comcast.net](mailto:t.shalvey@comcast.net)

**For Rent: Car storage for Triumph/British Car.** Located in the Springfield/Newington area. \$95/month with additional storage area also available at \$1 per square foot per month. For more information, call Ed Chan at 703-721-1771 or e-mail at [capitaldriving@yahoo.com](mailto:capitaldriving@yahoo.com)

**For Sale: 1977 Triumph Spitfire.** I'd prefer to sell it to an appreciative Spitfire owner or someone looking to purchase a Spitfire. The car has been in my family since 1978. I have been driving it myself since 1979. I simply don't drive the car anymore. It is just melting down in an open-air parking lot. If I had a garage (and didn't have to get it inspected every year) I might keep it, but I don't so it's a shame to let it rust away. It needs a good home and an appreciative owner. The car has been cared for by Motorhead for the last 20 years. They restored it and rebuilt the engine. It was running the last time I started it but that's been a few months. I suspect it will need a new fuel pump and a tune-up. Beyond that it runs well. If someone from the Capital Triumph Register buys the car I will donate 10% of the sale price to the club. I'd like to get around \$1,500 for it but will entertain offers since it needs to be sold. I am in Arlington near the Pentagon. Contact Brett Moss at 703-685-1753 or [bmooss@tidalwave.net](mailto:bmooss@tidalwave.net)

## CLASSIFIED

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

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



**For sale: 1972 Triumph TR6.** Sapphire blue with Black interior, 88,000 Miles, 4-speed, AM/FM Cassette Radio, Fresh Dunlop tires, Tonneau cover, Convertible top boot, Various extras. Asking \$8,250. Contact: [gparaud@gmail.com](mailto:gparaud@gmail.com)



# CLUB OFFICERS

<b>President</b> Damascus	<b>Paul Scuderi</b> (240) 876-7222 <a href="mailto:trsix_guy@yahoo.com">trsix_guy@yahoo.com</a>
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**CTR website**  
[www.capitaltriumphregister.com](http://www.capitaltriumphregister.com)

## THE STANDARD

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

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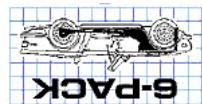
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## THE STANDARD

### TRIUMPH TRIVIA: What is a TR10?

The TR10 or Triumph 10 sedans and station wagons were marketed at Standard 10s in other parts of the world. Over 16,000 were sold in the US between 1957 and 1960 to expand the Triumph range.



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

### Oops!



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