



THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXVIII, Number 1, January 2016



Scenes from the CTR Holiday Party. Top left: Mark Shlien, Sara Buescher, and host Bob Fox. Top right: Mark Shlien and Diane Page. Bottom left: Karl Johnson, Sheila Skipper, Lionel Mitchell, and Mary Burke. Bottom right: John Buescher and Ho Yong Oertwig. For more, see page XXX.

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From the President

By Stephen Oertwig

New Year's prospects look to the future and past

Let's talk numbers. We had a great start to 2016 with Capital Triumph Register's annual awards luncheon. We recognized the many members who earn participation points by attending events, showing their cars and hosting technical sessions. Members also reelected John Buescher and me to continue CTR leadership. Thank you for the vote of confidence.

CTR is entering its 27th year. This is a great accomplishment, considering it has been 32 years since a new Triumph rolled off the line. Production of Triumph Acclaims ended in 1984. The demise of the last Triumph sports car — the TR7 and TR8 — was in 1981.

There are milestones in Triumph history for 2016. Triumph released the GT6 Mk1 in 1966. Fifty years to be on the road is amazing for many cars. There are many Triumphs in CTR much older, which is testament to the care we give our cars.

Many single marque clubs have seen membership dwindle as the number of people interested in British cars and the availability of cars declines. Many areas have British car clubs that cater to all marques. CTR's membership is robust, and continues to grow.

This year is the 19th Britain on the Green. Every year Britain on the Green gets better because of the hard work of CTR members. January 23 is the kickoff meeting for BOG 2016. We will gather at 9:30 a.m. at Gunston Hall in Lorton.

My personal numbers list is to see more CTR members at events. We need to increase the number of events. We need more people planning tech sessions, visits to shops that cater to Triumphs and social gatherings. Come out to show the flag for CTR at the various British car shows. It has been a while since we had a daylong trip. We have not had joint meetings with area Triumph clubs in a while. Your help is needed to make these activities happen.

Finally, I want to see more Triumphs on the road in 2016. More miles on the road bring more smiles.

Drive on and drive often.



CTR and BOG are on Facebook.

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

Please welcome CTR's newest members:

- ◆ Maston and Nanette Gray of Vienna, VA, who drive a yellow 1976 TR6
- ◆ Christopher and Rachel Kuehl of Great Falls, VA, who drive a 1968 TR250
- ◆ Sean Cahill of Bethesda, MD, who drives a 1965 TR4



CTR Happenings

Awards Brunch and Elections

The annual Awards Brunch was held on January 10th at Chad's. Stephen Oertwig and John Buescher were reelected as CTR president and vice president. The remainder of the CTR board have been reappointed; however, Patrick Carter and RJ Fortwengler have traded positions: RJ is now club secretary and Patrick is now a member-at-large. Full coverage of the Awards Brunch will be in the February newsletter.

Winter and Spring Events

On January 23rd, we will hold a Britain on the Green planning meeting at Gunston Hall at 9:30 AM. See page 7 for details. On January 29th, CTR will once again visit the Washington Auto Show at the Convention Center in the District. Our Winter Luncheon is scheduled for February 28th at the Irish Inn in Glen Echo, MD. Details on both are on page 3.

On March 5th we plan to participate in the Alexandria St. Patrick's Day Parade, while in April our more-or-less annual George Washington Parkway Run on the 10th. And, of course, Britain on the Green will be on April 24th. 2016 will mark our 19th BOG and our 4th year at Gunston Hall.

Looking ahead to May, we plan to hold CTR's first rally in several years. The format will be simple: follow the straightforward route instructions through the Southern Maryland countryside and answer questions about what you see as you go. Also in May, we're looking at the possibility of a tech session at London Auto in Falls Church, Virginia. Previous sessions have been very popular.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Correction

Oops. The article "CTR Gives" in the December edition of the newsletter was attributed to Stephen Oertwig; however, it was written by Rich Smalling, CTR's long-serving treasurer. Apparently a bit too much holiday cheer on the editor's part.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

CTR

Winter Luncheon

February 28th

Tom Burke



Last year's Winter Luncheon was memorable for all the wrong reasons. A sudden snowstorm turned the roads around Washington into a slushy, slippery ordeal and only a few, hardy, 4-wheel drive-propelled CTR members made it. But, nonetheless and all the same, the adventurous few had an enjoyable time. So, what the hell, we're going to try it again this year. This year's Winter Luncheon will take place at 12 Noon, Sunday, February 28th at The Irish Inn at Glen Echo, which is located just past the old Glen Echo Amusement Park off MacArthur Boulevard at 6119 Tulane Ave., Glen Echo, MD 20812. Their Phone is 301-229-6600. The Prix Fixe buffet will offer:

- ◆ Shepherd's Pie with Potato Chive Crust
- ◆ Chilled Poached Salmon with Dill Sauce
- ◆ Grilled Vegetable Pasta Primavera
- ◆ Choice of Potatoes, Rice Pilaf and Seasonal Vegetables
- ◆ Dessert Cookies and Pastries

Cost will be \$31.00 per person including taxes and tip, collected at the door. Buy your drinks at the bar.

IN THE EVENT OF PREDICTED INCLEMENT WEATHER, the event will be cancelled or re-scheduled for a later date. Contact Tom Burke at 703-354-1361 with any questions.

We hope to see you there on a warm, sunny Sunday.



The Washington Auto Show at the Walter E. Washington Convention Center will run from January 22nd through January 31st, 2016. This year CTR will attend on Friday, January 29th, to take advantage of the show's longer hours that evening.

Current plans are to meet at **5:30 PM**—a half-hour earlier than previously announced—at the High Velocity Sports Bar, located across from the Convention Center at 9th and L Streets, NW, in the Marriott Marquis Hotel. (Last year's plans to meet at a nearby brew pub fell apart when we discovered the hard way that the pub had unexpectedly closed. We hope to avoid that problem this year.)

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

There won't be any new models from Triumph, but it is a great opportunity to check out the latest offerings from the world's auto makers. Come on by to slam a few doors, kick a few tires, and share opinions, but wear comfortable shoes; the DC Convention Center is huge!

For more information on the Auto Show, check out their website: <http://www.washingtonautoshow.com/>



CTR Holiday Party

December 6th, 2015

Bob Fox hosted this year's CTR Holiday Party at his home in Lorton, Virginia. Over 40 members, family, and friends attended bringing a variety of delicious dishes to share along with the turkey, ham, and beverages provided by CTR. Although the weather was unseasonably pleasant only a few Triumphs were in sight: Ben Cheshire's TR6, Stephen Oertwig's 2000 Saloon and, of course, host Bob Fox's TR6. The long distance award goes to members Rich and Patti Townsend who drove up from North Carolina to attend the Holiday Party!

Bob's large family room lent itself to the party atmosphere with plenty of room to socialize while pictures of the previous year's CTR events were projected on the TV screen. And 2015 was a busy year for CTR with more events and more members participating; we have a high mark to beat in 2016!

As has been our tradition for many years, the Holiday Party concluded with the free-for-all gift exchange. We must be getting more mature (or maybe just older) as a group – this year's gifts were on the mild side. Gone are the days of Union Jack underwear; the hit of this year's exchange was a Union Jack pillow.

Thanks to all who attended. We had the opportunity to meet new members and to reminisce with old friends. And a special thanks to Bob for opening his home to us!





The 2014 Evora S
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The 2014 Evora
 Port of Entry Retail Price: \$69,980

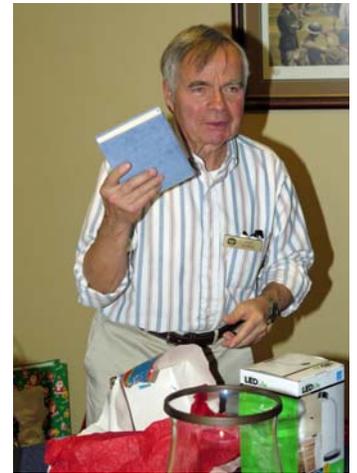


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Gleeful (or at least quizzical) faces during the Holiday Party Gift Exchange

Planning for Britain on the Green

January 23rd

John Buescher

For nineteen years, Capital Triumph Register car club has coordinated, staffed, and presented the "Britain On the Green (BOG)" car show which combines the beauty of classic British cars with the beauty of Springtime at the historic Gunston Hall. Staging this event is not only a chance to give something back to the British motoring community, which we all enjoy, but it's also a chance to have some fun working with and meeting your fellow CTR members!

The Club just held its annual Awards Brunch and that signals it is time to begin our planning for BOG 2016. This year BOG will be held on Sunday, April 24. Our first BOG planning meeting will be held on Saturday, January 23 at 9:30 a.m. at Gunston Hall. An Evite announcing the meeting will be showing up in your email soon.

If you have been holding back to see if someone else will volunteer to lead a specific BOG activity, please raise your hand now as the success of BOG hinges on volunteers. John Buescher and Matt Schipani have volunteered again to be BOG Co-coordinators and we have begun developed guidance documents for the planning of the event. Also, special thanks to the support of the dedicated staff at Gunston Hall who help organizing the show to ensure it is executed easier than ever.

If you did not know, the complete BOG planning staff is quite large. To ensure BOG well executed, the Club need about 50 people with most of the volunteers needed the day of the show. However, key positions need to be filled to coordinate the many activities that make up the show. While some of these key positions have already been filled by Club volunteers, we still are looking for "a few good men and women" to lead one of the following one of the following unfilled BOG activities positions:

BOG Co-coordinator: John Buescher
 BOG Co-coordinator: Matt Schipani
 Awards: Lionel Mitchell
 Central Ops Desk: _____
 Field Marshal: _____
 Field Layout: Patrick Carter
 Field Car Parking: _____
 Judging & Balloting: Tim Shalvey
 Media & Publicity: Art Fournier
 Poster Design & Signage: Tom Burke
 Preregistration: Jennifer Hoskins
 Registration Desk: _____
 Program Development: John Buescher
 Sponsorship: Mark Shlien



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Volunteer Coordinator: _____
 Assistant Volunteer Coordinator: RJ Fortwengler

Even if you are not able to volunteer for one of the above lead coordinator positions, you still can help! YOUR assistance is needed the day prior to BOG for show set up and the day of the BOG. If you want to help, please contact John Buescher at 703-475-5609 (c) or email to jbuescher1616@gmail.com for more information.

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Wedgeworking

Tom Burke

These days, I divide my time between Woodworking and Wedgeworking (i.e., wretched wrenchery on my weird, but wonderful TR8). The months of November and December had plenty of both, but the roughest part was getting the TR8 wedged back together after we tore down the front suspension at the CTR Wedge Workshop in early November. When the chili bowls were empty that day, we had come to a stop due to the fact that we were missing the “Bump Stops” which fit on the ends of the replacement MacPherson Struts that we were trying to install that day. All the hands that had attended that day were gone and I was left to ponder my nose-high, jack-standing, de-wheeled predicament. I decided to replace a few more pieces “while I was under there,” including the ball joints, the tie rod ends, the control arm bushings and the sway bar bushings. How hard could it be?



As it worked out, pretty damn hard. **Top Tip Number One:** Replace your struts OR replace your bushings as separate jobs. Doing it as one single job is a lot of heavy work.

A few days later, I invited two stalwart colleagues, Art Fournier and Vince Zalenski over to spend an enjoyable Saturday, wrenching on the underside of the Silver Steed. This turned into a foul and greasy affair, as one road block after another stalled us in our tracks. The long, hardened 8.8 bolts that hold the control arms into the subframe cannot be extracted easily, because they bump into the exhaust down pipe. We tried to work that out for two grueling hours. **Top Tip Number Two:** Cut the bastard bolts off and buy hardened 10.4 replacements at your local hardware store. Also, thank your stalwart colleagues, in writing, for their help and fellowship. Thank you Art and Vince!

Removing the balljoints and replacing them requires a hydraulic press or a very serious impact wrench and other tools. **Top Tip Three:** Take 'em to a shop and let “The Guy” do it.

Dis-assembling and re-assembling your MacPherson struts requires a spring compressor, a large vise, and a fair amount of courage and/or foolhardiness in working with spring-propelled deadly objects. **Top Tip Number Four:** Take the struts back to “The Guy” and ask him (again) to do that, too. It shouldn't cost too much and it is definitely worth it.

Getting the struts back into place is an interesting challenge. You can bolt them into the tower top pretty easily, but getting them to fit into the ball joints is Not Easy, as the sway bar is a “stressed member” once bolted up into place and the arm and sway bar have to be pressed downward about six inches to meet and fit to the ball joint. All the leverage I could muster to move that sway bar was not enough. Working with the estimable Bruce Hislop and Art F. on another strut install, we found that, if you have a small bottle jack (two-ton, about 6 inches high, available at your Friendly Local Auto Parts Store), you can fit it between the wheel well arch and the control arm and gradually jack the sway bar downward, until it reaches the ball joint. **Top Tip Five!**



That left only the tie rod ends, which are, most often, not much of a problem. You turn them with a wrench, and if they put up resistance, a torch will usually get them to see things your way. Such was the case on the right side, but the left tie rod end was not so agreeable, nor so easily persuaded. At all.



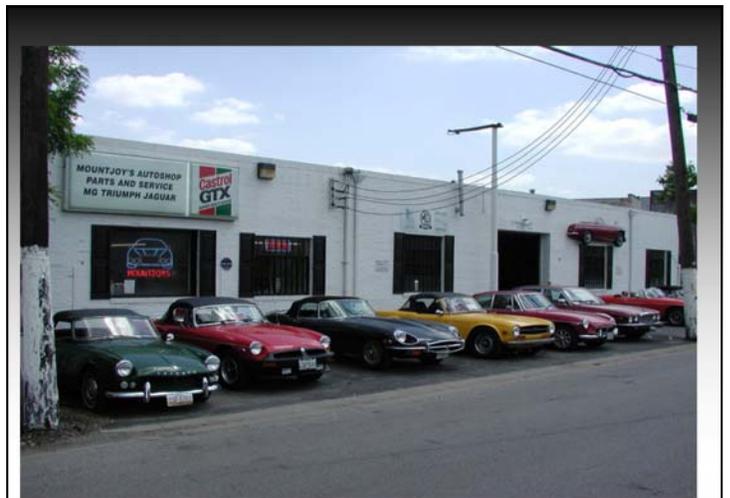
I spent three days, heating it, clamping the rod, and wrenching it with ever more force to no result. So, finally, desperately, out came the cutoff tool. Usually, if you cut a slot into, or cut a small chunk out of, the threaded portion of the tie rod end, that relieves things enough to get the piece turning (or the tool slips, cursing follows, and you find yourself shopping online for a new tie rod, sometimes leaving bloodstains on the keyboard). The grinding and cutting went on for some time. I would cut out a small chunk, give it the torch, secure all the clamping and give it the old heave-ho, and nuthin' doin'. I kept cutting away chunks, and heating and wrenching, until there was a portion not much bigger than a wedding ring, which, at last, came free.



I keep that piece on my desk, as a reminder of what the Thugee High Priest, while torturing Victor McLaughlin, in the 1936 version of "Gunga Din," called "the error of false pride."



But, Victor and Cary Grant triumphed over the Thugees (Though it took the British Cavalry... and Sam Jaffe, and that trumpet... but I digress...), and so, I triumphed over my Triumph one more time, but it sure took a while. **Top Tip Six:** Take your car to the shop, stay home and watch the movie.



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EVENTS

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

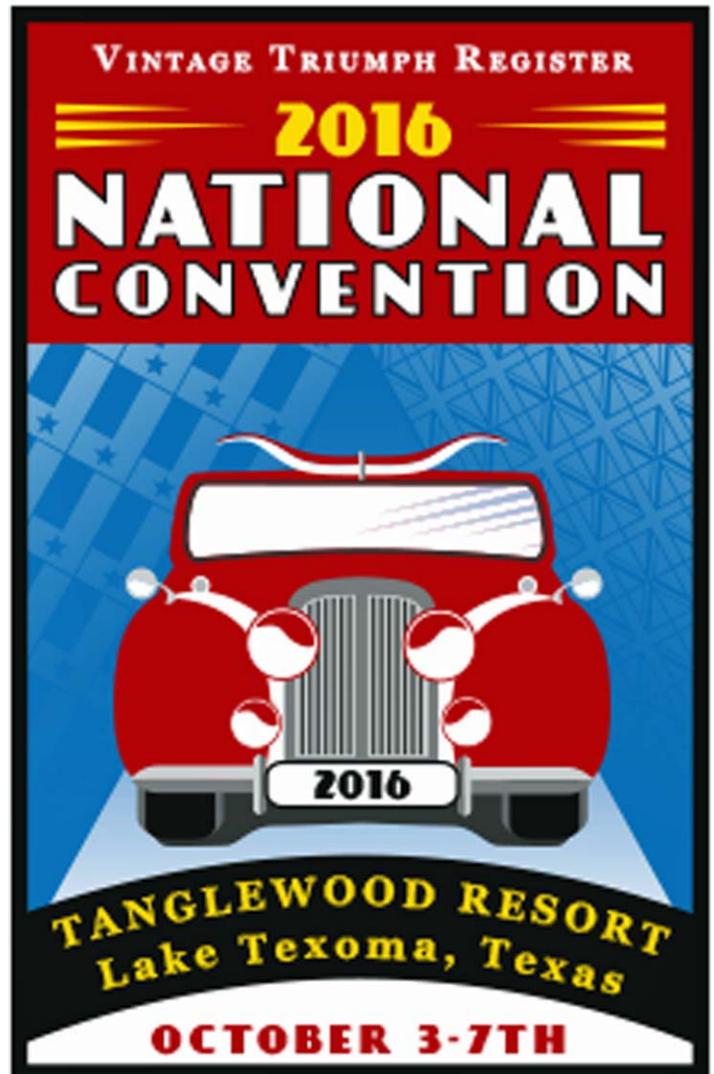
- Jan 22-31 - Washington Auto Show
- Jan 23 - Britain on the Green Planning Meeting, Gunston Hall, Lorton, VA
- Jan 29 - CTR Night at the Washington Auto Show *CTR*
- Feb 12 - Deadline for the February issue of *The Standard*
- Feb 28 - Winter Dinner *CTR*
- Mar 5 - Alexandria St. Patrick’s Day Parade *CTR*
- Mar 8 - CTR ESB Meeting, Arlington, VA
- Mar 11 - Deadline for the March issue of *The Standard*
- Apr 9 - Williamsburg, VA, British Car Show
- Apr 10 - George Washington Parkway Run *CTR*
- Apr 20 - BOG Stuffing Party, Arlington, VA
- Apr 23 - BOG Set Up at Gunston Hall
- Apr 24 - Britain on the Green 2016, Gunston Hall *CTR*
- May TBD - CTR Fun Rally, MD location *CTR*

*** Much More to Come ***

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



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



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CTR and BOG Regalia

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

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

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

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos

as well as products not show on the web site. So, feel free to call him if you want something completely different.

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

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



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



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LED Instrument Lighting Upgrade

Steve Mumma

As you are likely aware there has been much recently written about this topic, so I will dispense with gratuitous and common place idioms, and resist the urge to put this article in a bad light or make light of the fact that Light-emitting diodes (LEDs) commercially saw the light of day in 1962, and were first discovered by a brilliant Russian electrical engineer, Oleg Losev in 1927, who was clearly light years ahead of his time and bought forth the dawn of a new day. Although I wish not to be in the lime-light, I thank the club for setting a fire under me and giving me the green light to shine a ray of light on this illuminating topic.

At first I was like a deer in the head lights, and not at all pleased with my instrument lighting even having installed a state of the art power block and harnesses from Advance Auto Wire during restoration a few years back. As one posting on the 6-Pack web site stated "... gage illumination was bright as a dead fire-fly" to which I and perhaps many of our members can relate. So, I came out of the shadows and enlightened myself on LEDs. Here are some highlights of what I found (ok... I'll stop now). LEDs are a "directional" light source, which emit light in a specific direction, unlike incandescent and compact fluoroescnet bulbs which emit light and heat in all directions, (Incandescent bulbs release 90% of their energy as heat). For this reason LEDs use light and engery more efficiently, but also means they must be carefully engineered to produce LED bulbs that shine light all around. When suitable voltage is applied to the leads, electrons are able to recombine with electron-holes (not even sure what this means), releasing energy in the form of photons, and the effect is electroluminesence.

Although there are many suppliers, I sourced my LED bulbs (less than \$24) from:



For the four small gauges: <http://www.ledlight.com/e10-screw-base-5-5050-smt-led-light-bulb.aspx>

For the two large gauges: <http://www.ledlight.com/e10-screw-base-t10-short-round-led-light.aspx>

These LED replacements, simply screw into stock sockets like the incandescent original bulbs. The four bulb holders on the larger speedometer and tachometer gages in my TR6 were relatively easy to access from under the dash; however, the smaller gages in the center of the dash required access from the sides by

removing the kidney panels, and through the ash try opening, assuming you can find a hand small enough. I found it not necessary to remove the gages, but if you (e.g. Don) are currently restoring your Triumph you will certainly want to include this upgrade along the way. LEDs should not be used for the turn signal indicator or red generator/alternator lights. I also found out that LEDs will not dim, due to our stock rheostat, and if you desire dimming capability the stock rheostat must be replaced with a solid state configuration. I found this source for a solid state replacement: <http://www.kicklighting.com/PWM-dimmer-switch-for-LED.htm>. Although my gages no longer dim (hard to imagine one could even dim them to start with...) the rheostat operates like an on-off switch, which is fine with me.



Original Bulb



LED Upgrade



Before



After



Original Bulb



LED Upgrade



Before



After

I am very pleased with the results. Recalling the Lucas proverb, "It is better to light a candle than curse the prince of darkness."



Looking back at THE STANDARD:

Volume VII, Number 1
January 1995

The January 1995 edition of The Standard led off with a recap of the Holiday Party hosted by Carole and Ray Aranda at their home in Bowie, Maryland. Plans were under way for the club's first awards banquet and there was a discussion on the possibility of shortening the club's name from National Capital Area Vintage Triumph Register (NCAVTR). In other news, there was a report on Rich Lipsky's brake overhaul tech session

and Beverly and David Dougherty recounted their driving adventures during a trip to Ireland.

Trending with CTR

News of Members in Brief



Several vultures gather on and around Lionel Mitchell's TR7 parts car (covered by a tarp) and the CTR trailer recently purchased to store the equipment used for Britain on the Green. Is this an omen? Is it an indication the vultures consider the hapless wedge as a road kill? We'll keep you updated.



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

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

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines and 5-speed transmission, four TR8 alloy wheels, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

For Sale or take it. Hobbyist chrome plating set-up. Professional type plating, 3 tanks: Copper, Nickel, Chrome. Small parts only - 9" diameter tanks. All the chemicals for ferrous and non-ferrous metals. Plating manual and all accessory stuff included. Purchased from Caswell Inc. Lyons NY (caswellplating.com) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



1980 Spitfire and Parts for Sale. I have a 1980 Spitfire for sale as well as innumerable parts for late model (79-80) Spits. The car could be restored or it could be a good parts donor. Has title; needs tires, brake lines, carb rebuild, rust repair and much

more love than I can give it. It has a rebuilt motor, good 4-speed transmission, hardtop and soft top and good seats. \$500

I also have the following parts: late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts, carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

Factory Original TR6 Hardtop for Sale. All glass is in excellent shape...no cracks, scratches, etc. Structurally very sound... has been in my shed for the last five years and has not been used in that time due to owner laziness. Can be easily repainted to match the color of your car as the roof is free of dents, scratches, etc. Liner is in decent shape but faded. Can deliver to you if you are in DC, Maryland, or Virginia. If you are interested, please call Mark at 202-415-1599 or e-mail me at tr6@comcast.net. Asking \$925.00.



FREE! Tire chains for your Triumph tow vehicle. Never used set of tire chains fits 235/70-15, 235/85-16, and many other sizes. Contact Hank at 703-534-7860 or seiff@verizon.net.

FREE! Kerosene heater to keep your garage toasty. Worked fine the last time I used it (many moons ago). Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale Steel OE wheels for early Spitfire. Four for \$100 OBO. Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale OE hubcaps for early Spitfire (fit wheels above). Four for \$40 OBO. Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

OFFICERS AND ADVISORS

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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: Which car listed below was not a Triumph prototype?

- A. Fury
- B. Lynx
- C. Wildcat
- D. 20TS
- E. Bomb

Answer: C. Wildcat



Signs of the Times



Unfortunately, this is fairly self-explanatory!

Photo credits: Pages 1, 5, and 6 Stephen Oertwig; Page 4 center right Sherman Taffel; Page 4 other Art Fournier; Pages 8 and 9 Tom Burke; Pages 12 and 13 left Steve Mumma; Page 13 right Lionel Mitchell



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THE STANDARD





THE STANDARD

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Ho Yong Oertwig, John Buescher, and Stephen Oertwig at the CTR Awards Brunch (and annual business meeting) held at Chad's in Friendship Heights on January 10th. For more, turn to page 4.

PAGES 1 and 4-7 - Awards Brunch; PAGE 2 - From the President; CTR Happenings; PAGE 3 - Winter Luncheon; TR3A Disassembly GYHD; PAGE 8 - Personal Triumphs: Interview with Bruce Hislop; PAGE 11 - Trending with CTR; PAGE 12 - Washington Auto Show; PAGE 14 - Events; PAGE 15 - CTR Regalia; PAGE 16 - BOG Volunteers; BOG Planning; PAGE 17 - Garage Spot: TR6 Accelerator Shaft Quick Fix; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends

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From the President

By Stephen Oertwig

Dreams about Triumphs cure withdrawal symptoms

Do other people dream about Triumphs? Is dreaming about various Triumphs a sign of withdrawal symptoms?

I had to travel to the Midwest to help with family medical support, so have not seen a Triumph — let alone a British car — for more than two weeks. The most fun on wheels I've had is with a wheel chair.

I had a dream about TR6s, which is odd because I do not have a TR6. I remember telling someone that a certain car was a TR6C. The dream has to be attributed to Triumph deprivation.

The curious part about dreaming about TR6s is that Triumph never used the alphabet designation suffix after the TR5 and TR250. Because the TR5 and TR250 were interim solutions between the Michelotti-designed TR4 and the Karmann-inspired TR6, there was not a chance for Triumph to let letters sprout after numbers.

Triumph built the TR3A and TR3B, and then went to a TR4A and eventually added IRS to the model name. Spitfires and 2000s were adorned with numbers after the base model name. The marketing department must have been having fun with Spitfire 4 and then jumping to Spitfire Mk II, III and IV. Use of Roman numerals was suited for Spitfires until the 1500. Mk 1 and Mk 2 were nomenclature for 2000s, but used counting numbers instead of Roman numerals.

There is a cure for Triumph withdrawal. It's called Britain on the Green. I used some of my track time pushing a wheel chair to think about what I need to do to get ready for show day. Wax on, wax off was a compelling idea.

Time in the Midwest has been interesting. Watched petrol prices drop steadily to \$1.399 a gallon. Premium petrol hasn't dived as steeply as regular, but the price to drive has gotten cheaper. I would pay a higher price for ethanol-free petrol with 95 octane. Again, I may be dreaming.

Heard there is now is a nail polish that can show a person's mood. Might need to get some of this polish when working on Triumphs.

Drive on, and drive often.

Please welcome CTR's newest members:

- ◆ Bill and Mary Edith Jordan of Cross Junction, VA, who drive a 1961 Sebring white TR3A



Bill Jordan's TR3A MaryLou



CTR Happenings

Winter and Spring Events

Our Winter Luncheon is scheduled for February 28th at the Irish Inn in Glen Echo, MD. Details on both are on page 3.

CTR will not participate formally in the Alexandria St. Patrick's Day Parade and car show on March 5th; however, we encourage any of you who are interested to show your car. You may apply on the Ballyshaner's website: http://www.ballyshaners.org/parade/ParadeInfo_carshow.htm

Sandy Thomson is hosting a Get Your Hands Dirty session on March 26th in Trappe, Maryland, to disassemble a TR3A in preparation for restoration. Details are on page 3.

April is shaping up to be a busy month. There will be a tech session at London Auto in Falls Church on April 2nd at 9:30 AM. This is also a well-attended, interesting event. Our more-or-less annual George Washington Parkway Run is on the 10th. And, of course, Britain on the Green will be on April 24th. 2016 will mark our 19th BOG and our 4th year at Gunston Hall.

Looking ahead to May, we plan to hold CTR's first rally in several years. The format will be simple: follow the straight-

forward route instructions through the Southern Maryland countryside and answer questions about what you see as you go.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

The Roadster Factory Summer Party

Charles Runyan has announced that The Roadster Factory will once again host a Summer Party. This year's event will be

(Continued on Page 10)

CTR Winter Luncheon February 28th Tom Burke



Last year's Winter Luncheon was memorable for all the wrong reasons. A sudden snowstorm turned the roads around Washington into a slushy, slippery ordeal and only a few, hardy, 4-wheel drive-propelled CTR members made it. But, nonetheless and all the same, the adventurous few had an enjoyable time. So, what the hell, we're going to try it again this year. This year's Winter Luncheon will take place at 12 Noon, Sunday, February 28th at The Irish Inn at Glen Echo, which is located just past the old Glen Echo Amusement Park off MacArthur Boulevard at 6119 Tulane Ave., Glen Echo, MD 20812. Their Phone is 301-229-6600. The Prix Fixe buffet will offer:

- ◆ Shepherd's Pie with Potato Chive Crust
- ◆ Chilled Poached Salmon with Dill Sauce
- ◆ Grilled Vegetable Pasta Primavera
- ◆ Choice of Potatoes, Rice Pilaf and Seasonal Vegetables
- ◆ Dessert Cookies and Pastries

Cost will be \$31.00 per person including taxes and tip, collected at the door. Buy your drinks at the bar.

IN THE EVENT OF PREDICTED INCLEMENT WEATHER, the event will be cancelled or re-scheduled for a later date. Contact Tom Burke at 703-354-1361 with any questions.

We hope to see you there on a warm, sunny Sunday.

Get Your Hands Dirty: TR3A Disassembly March 26th Sandy Thomson

We are going to plan a GYHD at our home/shop to disassemble the TR3A to ready it for a "frame off" restoration. Earl Hill is attending as a "guest of honor." The date is March 26th. Folks are welcome to come over the night before, when we can socialize with heavy hors d'oeuvres and libations at our home. The Jim Clancy "Group 44 racing" video with Bob Tullius will be looping on the big screen.

GYHD will run from 10am to 3pm with coffee and donuts and lunch served @ 12:30pm. Scott will be taking video of the work and possible interviews. If anyone wants to come over Fri night and avoid a hotel bill, we have one bedroom available and we can offer a "camp out" in our finished attic/bonus room on full mattresses. Just bring sleeping bags.

This is an opportunity for the club to participate in the restoration of a special car, generously donated by one of our own members. We're located just off Route 50 in Trappe, Maryland, about 35 minutes east of the Chesapeake Bay Bridge. All are welcome...please RSVP Sandy at sthomsontr6@gmail.com



The Hill/Thomson TR3A in 2012

CTR Awards Brunch

January 10th

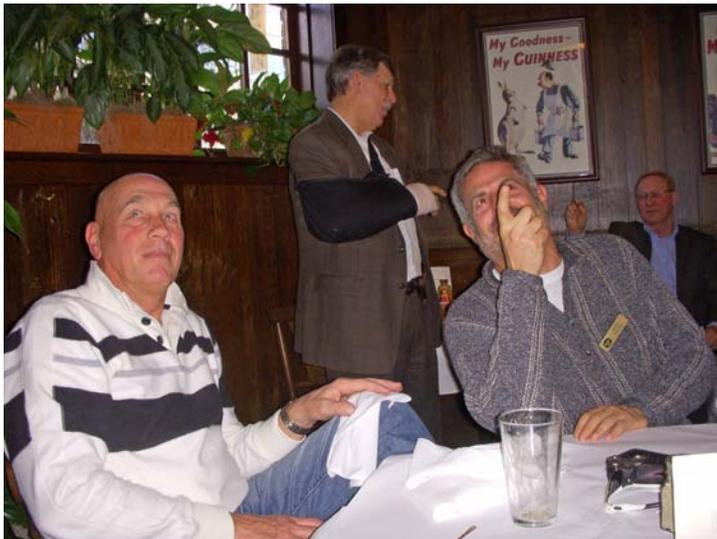
CTR held its annual awards brunch and business meeting at Chad's in Friendship Heights in the District of Columbia on January 10th. The brunch is largely an opportunity to recognize participation in the previous year's events and a chance to get together with friends at a time when most of our Triumphs are garage for the winter. As was reported in the January edition of *The Standard*, the highlight of the brief business meeting was the reelection of Stephen Oertwig and John Buescher as CTR president and vice president for the 2016-2017 term.



In 2015, 96 of CTR's approximately 135 members participated in at least one event, up from 78 in 2014. And CTR held 25 events in 2015, up from 21 in 2014, so there were many opportunities to amass points toward those coveted certificates. Thirty-nine certificates of recognition were presented to CTR members for noteworthy participation in 2015 events. In descending order of points scored, the following members were recognized: Stephen and Ho Yong Oertwig, Art and Sue Fournier, Lionel and Nancy Mitchell, Tom and Mary Burke, Bob Fox, RJ Fortwengler and Sheila Skipper, Patrick Carter, Sandy and JoAnne Thomson (and Rob, Jonathan, and Scott), Mark Shlien, Christopher Yurasko, John and Sara Buescher, Rich and Lisa Smalling, Pete Farrell, Ben Cheshire, Bruce and Miriam Hislop, Paul and Sharon Edelstein (Rebecca is away at college), Karl and Penny Johnson, Tim Shalvey, Jay Christopher, Bill and Carol Goodwin, Craig Nicholls, Matt and Carrie Schipani, Steele Lipe, Don and Dawn Clarke, Diane Page, Arleigh Cottrell, Erik Sulcs, Stephen Prior, Rich and Joanne Wilkins, Vince Zalenski, Glenn Minucci, Dennis Kruse, Bruce and Loretta Metcalf, Richard and Janet Pace, Heath and Sandra Bjordahl, Steve Mumma, Bruce and Sue Mundie, Joe and Rita Cannon, and Don and Melodee Sheehan. Congratulations to all; we hope to see you and many other members at 2016 events! (If you weren't able to attend the awards brunch, you can make arrangements with John Buescher to receive your certificate at an upcoming event.)

CTR president Stephen Oertwig made sure each award recipient went home with a door prize of some sort, while Christopher Yurasko had a supply of 2016 CTR calendars available for those interested. The casual atmosphere at Chad's affords lots of time to socialize before, during, and after the brunch, something at which our members are very adept. Finally, thanks to RJ Fortwengler for making the arrangements with Chad's for this year's event!





*Previous page top: Christopher Yurasko and Dennis Kruse
Center: Mary Burke
Bottom: RJ Fortwengler and Tom Burke*

*This page top left: Lionel Mitchell ignoring Nancy Mitchell,
Ho Yong Oertwig, and the Mundie family
Bottom left: Bob Ford and Mark Shlien paying absolutely no
attention to John Buescher*

*This page top right: "To be or not to be..." Stephen Oertwig
the renowned thespian
Center right: Don and Dawn Clarke chat with Sara Buescher
and Bruce Metcalf
Bottom right: Jay Christopher, Paul Edelstein, Patrick Carter,
Mary Burke, Sharon Edelstein, Tom Burke,
and RJ Fortwengler paying attention to John Buescher*

Pages 6 and 7: Some of this year's certificate recipients

Capital Triumph Register Award Recipients



*Top: Art Fournier
Center: Bruce Mundie
Bottom: Don Clarke*

*Top: Bob Fox
Center: Dennis Kruse
Bottom: Sara and John Buescher*

*Top: Bruce Metcalf
Center Christopher Yurasko
Bottom: Jay Christopher*

Capital Triumph Register Award Recipients



Top: Mark Shlien
Bottom: Tom and Mary Burke

Top: Patrick Carter
Bottom: RJ Fortwengler



Top: Lionel Mitchell
Center: Paul and Sharon Edelstein
Bottom: Ho Yong and Stephen Oertwig
(presented by John Buescher)

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Personal Triumphs: An Interview with Bruce Hislop

Christopher Yurasko

Tell us a little bit about yourself (where did you grow up, where have you lived, where do you live now)

I'm a full-life Marylander. I was born in Annapolis, raised in Southern Maryland (St. Mary's County), attended University of Maryland, taught high school in Maryland, worked for school systems in Maryland, lived in Bowie, Maryland, and currently live in Crofton, Maryland.

When did you buy your first Triumph? Do you still have it?

I bought my first Triumph, a 1977 maple TR7 (please don't call it brown) in the summer of 1990. (It could have been as early as the summer of 1988.) I was living in St. Mary's County and working on Solomon's Island, which required taking the Solomon's Island Bridge to and from work every day. There was a shade-tree mechanic – some guy who hung out a shingle – who lived at the base of the bridge, and every day for about a month or so I'd drive by and see the TR7 parked by the tree line. One day I stopped by and asked him about the car – what was wrong with it, what it would take to fix it, was it for sale... He gave me the owner's name and number, saying that the car needed a new head and that the owner wasn't sure what she wanted to do with the car. (While I was chatting with the guy, I spied an ignored, light green E-Type coupe under a carport nearby. That car was definitely NOT for sale, he said.)



I called the owner during my work break one evening and asked if she wanted to sell. She was keen, and after a quick negotiation, she took my low offer. Honestly! I had priced a new head and other sundries, subtracted from my cash-on-hand and came up with a range. I think I said that I would easily pay \$500 for the car, but couldn't go any higher

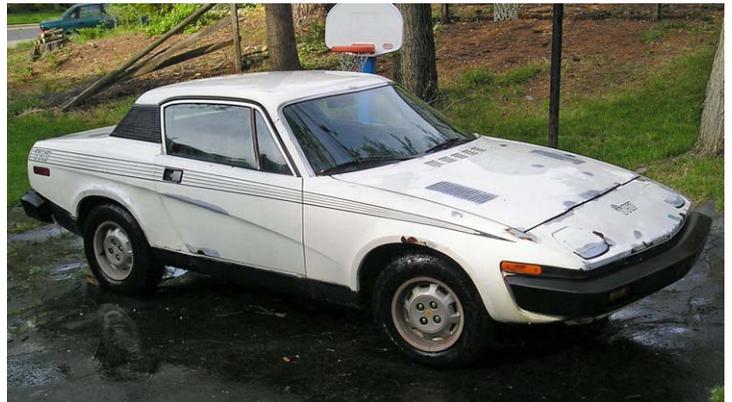
than \$1200. I was not a shrewd negotiator back then. Anyhoo, I remember her saying that she and her husband had gotten a lot of joy from the car and really wanted somebody to get it back on the road and have as much joy as well, so \$500 would be fine. And Donald Trump thinks he's a businessman!

My father and I brought the car home one evening with a tow strap and his emergency flashers. (Laws are more flexible in St. Mary's County, especially after rush hour.) After removal, we discovered that the head was not cracked, as the mechanic thought, but was in need of a new head gasket. I drove the car the rest of the summer and part of the next, when it decided to suffer an oil starvation problem and eat one of the valves. The car sat in my father's garage for a few years until I bought a house in Bowie with a garage. One evening he called and asked what day I wanted him to bring the car up...

It sat in my garage for a while until I sold it to a fellow club member. Yes, the car might still be within the CTR fold!

What Triumphs do you currently have? Do you have a favorite?

Before I sold the maple TR7, I bought another 1977 TR7 coupe – the Great White Wedge. This car was a constant money suck, however I learned quite a lot about TR7 repair. Before I sold the GWW, I picked up a TR7 Spider shell from a Richmond Triumph Register member. This car is currently sitting sideways on a rotisserie in my garage, undergoing the world's slowest restoration. Then I bought the red 1980 TR7 convertible I currently drive and sold the GWW.





At this point I must lay mad props on Mrs. Hislop for being the most understanding and gracious woman in the world. (I'm sure most of you could say the same about your spouse/SO.) When I was about to buy the red wedge, She-who-must-be-obeyed said that she "sincerely hoped" that I would get rid of the white car first, as she couldn't abide three TR7s in the family – all of which were either in a state of disassembly or of questionable reliability. Well, I bought the red car and parked the white one in the back (on the paved basketball court) for about a month until I sold it. The Spider was in the garage. Three TR7s and she didn't kick me out. Sorry guys, she doesn't have a sister.

What is your daily driver?

I'm currently driving a Ford F-150. I guess one could argue that it's British by marriage, but that would be a stretch. It is British-by-association, as I've brought the truck to more BOGs than any Triumph! It's a great support vehicle, ferrying BOG-bits about.

Do you have a favorite story or anecdote about Triumphs?

Other than the countless people who have struck up conversations at gas stations, etc. regarding their uncle or other relative who had "one just like it," even though they actually had a TR6 or a Fiat/Bertone X-19 or something decidedly non-Triumph, I have two, both regarding my first TR – the maple wedge.

My father and I towed the car home during the week. He, my uncle and I tried in vain that Saturday to get the car running – knowing that it would overheat. With starter fluid we could get the car to start, but it would run for a moment then die. On rare occasions, the car would continue to run, but when any strain was put on the engine (putting the car in gear and slowly letting out the clutch), it would die. We gave up for the time being. That evening, my girlfriend came to visit. I told her about our "progress" with the car. To show her how it wouldn't start, we got in and I turned the key. The car started (without any ether). To show her that even when the car would start/run, it wouldn't stay running with any strain, I put the car in reverse and slowly let out the clutch. The car backed up the hill of our driveway into the street. As long as the car was on the street and running, I figured we should go for a short spin in my very small neighborhood. The worst that could happen is that the car would die, we'd walk back and tow the car home again. We did a quick

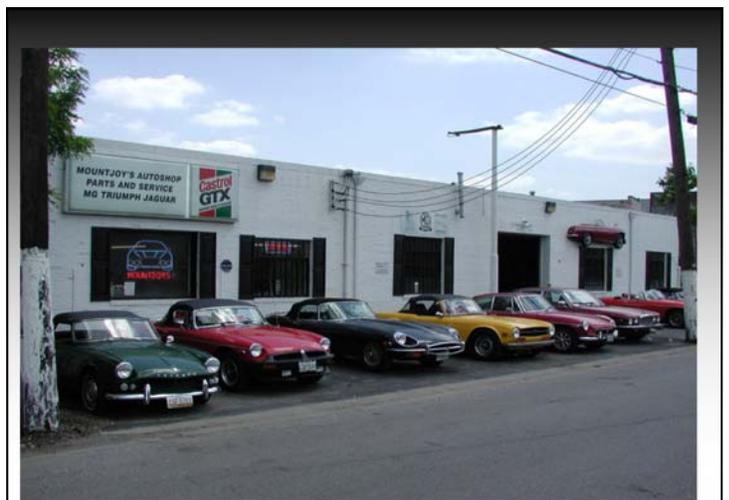
5 minute drive and pulled the car easily back into the driveway. I told her she was my Triumph good luck charm. We've been married almost 22 years now.

Many years after I bought the maple wedge, I learned the story of my purchase from a secretary in my office. I don't recall if I still owned the car, but I was chatting with my boss' secretary about the car and how I came to own it. As it just so happened, the original owner of the car was a friend of hers, and she then related to me a bit about the sale I didn't know (and which explained how I got the car at such a great price). She bought the car new for her husband as a gift, and they enjoyed it immensely. The husband, as of late and while the car was at the shade-tree mechanic's at the base of the bridge, had also been enjoying the company of a lady, who was not his wife. When she (his wife) found out, she was naturally livid and was about to start divorce proceedings. That was when I called about the car. She decided to sell the car and not tell him. Selling it for such a low price would only add insult, which is why she was willing to accept my low offer.

What are your other passions?

Before my kids were born, I was an avid Scuba diver. When they were babies, I'd rather spend weekends with them instead of under water. As they got older my weekends were filled with sporting practices and games, and not under water. Perhaps as an empty nester...

What hasn't fallen by the wayside is the guitar. I've been playing since I was 13. (I think guitars were brand new way back then.) I've



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Interview with Bruce Hislop (Continued from Page 9)

never taken lessons, and don't play professionally, but I've done some semi-professional work. This stands to reason, as my time spent playing doesn't seem to be correlated with my talent or skill.

**What do you like about the club, what would you do differently?**

I really enjoy the camaraderie of the members. I appreciate their friendliness and willingness to help with car projects and share their knowledge. I have learned so much from CTR members. I also benefit from the support members give with getting and keeping the cars on the road. Left to my own devices, I doubt I'd be able to drive my wedge as much as I do.

Differently? As a former silent member (paid dues but never was involved in any activities), I really see the benefit of being an active participant with the club. I know that the demands and responsibilities of life change (see Scuba above), and that time is precious, but I'd love to see more of our less active members have the time and impetus to be even a little bit more active in the club. It would be wonderful if every silent member resolved to participate in at least one event, be it a GYHD, KTDO or other event. The club's responsibility in this is to offer as many formal and informal opportunities that might pique the interest of these silent members.

CTR Happenings (Continued from Page 3)

August 4th through 6th in Armagh, Pennsylvania. A number of us are already planning to attend what is always a great event.

2017 CTR Calendar

Are you interested in getting a 2017 CTR calendar for your office, home, or garage? How about seeing pictures of your car on it? This year as you take pictures at CTR events, please send them to Christopher Yurasko for possible inclusion. Send your pictures to: cyurasko@yahoo.com, please indicate in the email that he has permission to use them for the calendar.

**Evites, Addresses, and Saving Trees**

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

Evite and RSVP Courtesy

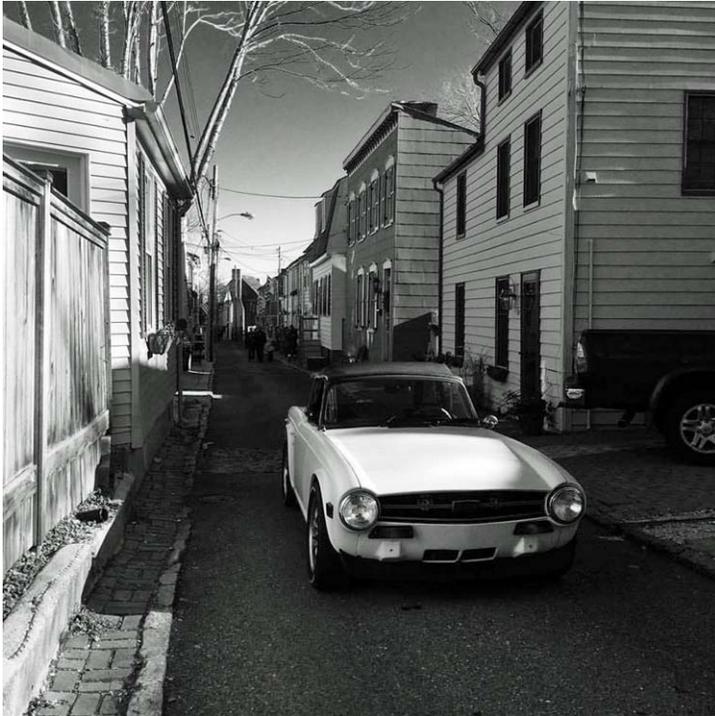
If you RSVP for an event or sign up using CTR's evite notification and for some reason—weather, mechanical problems, or whatever—please take a moment to let the event host know you will not be attending. This is especially important in cases where CTR has made a group reservation at a restaurant or other venue. Plus if we expect you and you don't show up, we don't want to delay the event waiting for you unnecessarily.

CTR You Tube Channel

Thanks to Christopher Yurasko, CTR now has its own You Tube channel where you may view BOG and CTR event videos. Here's the link: <https://www.youtube.com/channel/UCeBXsxSCRFxkbEuK5z1tE5A/playlists> Post videos on You Tube, then send the link to Christopher (cyurasko@yahoo.com) to be included.

Trending with CTR

News of Members in Brief



He gets around — Jonathon Thomson's TR6 in Annapolis, Maryland (above) and in Halifax, Nova Scotia (below)



Treasured Motorcar Services will hold a spring car show and open house on Saturday, April 30th, from 9:00 AM to 3:00 PM. The rain date is May 14th. Registration is from 9:00 AM until noon with awards at 1:00 PM. The event is open to all makes and models. Tours of their facility will be given. A fall event is planned for October 22nd.

Treasured Motorcar Services is located at 12340 Owings Mills Blvd, Reisterstown, MD 21136. For more, call 410-833-2329 or go to www.treasuredmotorcars.com



CTR and BOG are on Facebook.

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



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CTR NIGHT THE WASHINGTON AUTO SHOW



January 29th

Each year, CTR members get together for a visit to the Washington Auto Show at the Convention Center in the District. The visit is on the final Friday of the show to take advantage of longer hours. Some show up early and make a whole day of it; others join us at dinner or later in the evening. This year we met for dinner at the High Velocity Sports Bar in the Marriott Marquis Hotel across the street from the Convention Center.

The CTR crowd breaks up into groups of two or three to allow people to kick tires and slam doors at their own pace. As has been the case for many years, there are no new Triumphs on display, but there is always a good collection of lesser cars to examine; marques such as Jaguar, Mercedes Benz, and MINI as well as the latest from American, European, Japanese, and Korean manufacturers. Where else can you readily compare the seating comfort of a BMW with that of a Corvette, Lexus or Audi?

This year's CTR crowd was on the light side since the area was still recovering from the Blizzard of 2016 which shut most of the area down for a week. On hand were John Buescher, Tom and Mary Burke, Don and Dawn Clarke, Paul Edelstein, RJ Fortwengler, Art Fournier, Karl Johnson, Lionel Mitchell, and Matt Schipani.





*Previous page left: Tom and Mary Burke
 Top right: Lionel Mitchell (Mr. Jaguar F Type), Karl Johnson,
 and Paul Edelstein
 Center: A very classic Cadillac at one of the club displays
 Bottom: Dawn and Don Clarke
 This page top left: John Buescher looking for a daily driver
 Bottom left: Matt Schipani, Paul Edelstein, and Karl Johnson
 Top right: Matt Schipani (Mr. ShamWow?) and Paul Edelstein*



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EVENTS

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

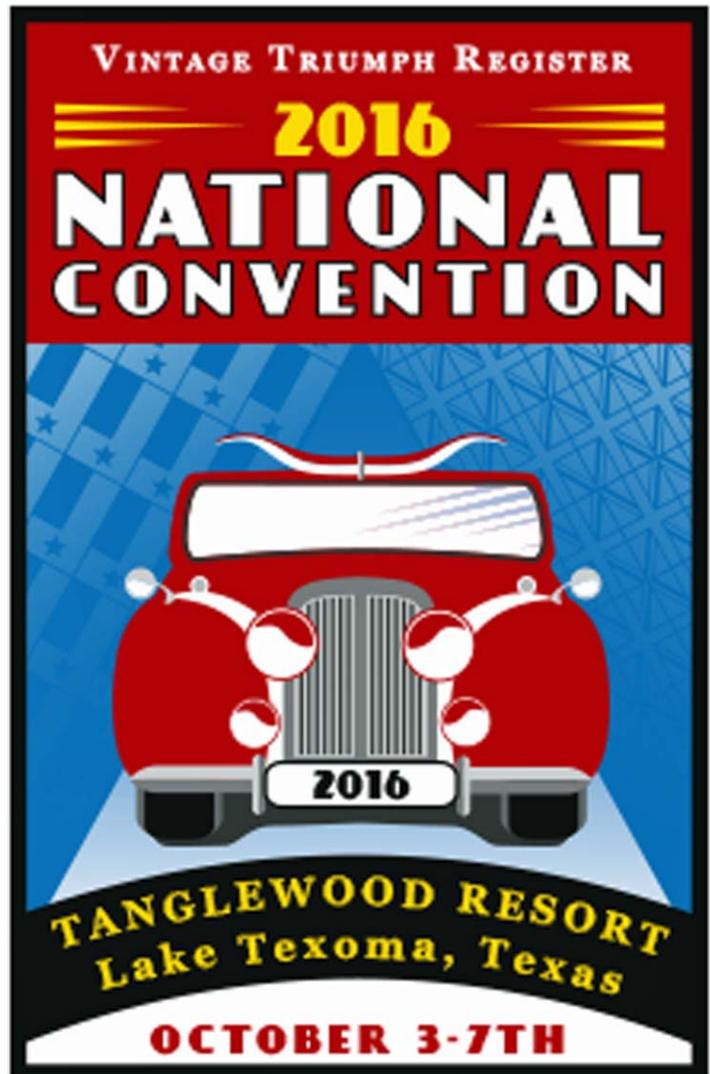
- Feb 28 - Winter Dinner *CTR*
- Mar 5 - Alexandria St. Patrick’s Day Parade
- Mar 8 - CTR ESB Meeting, Arlington, VA
- Mar 11 - Deadline for the March issue of *The Standard*
- Mar 26 - TR3A Disassembly GYHD *CTR*
- Apr 2 - London Auto Tech Session *CTR*
- Apr 8 - Deadline for the April issue of *The Standard*
- Apr 9 - Williamsburg, VA, British Car Show
- Apr 10 - George Washington Parkway Run *CTR*
- Apr 20 - BOG Stuffing Party, Arlington, VA
- Apr 23 - BOG Set Up at Gunston Hall
- Apr 24 - Britain on the Green 2016, Gunston Hall *CTR*
- Apr 30 - Treasured Motorcar Services car show and open house, Reisterstown, MD
- May TBD - CTR Fun Rally, MD location *CTR*

*** Much More to Come ***

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



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



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CTR and BOG Regalia

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

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

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

When exploring the Fourth Gear web site, you'll also notice that they have other logo galleries for Triumph and other British cars as well as British marque logos. You could custom-design your own merchandise with more than one logo. Ralph at Fourth Gear is very amenable to custom orders both in terms of the logos

as well as products not show on the web site. So, feel free to call him if you want something completely different.

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

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



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



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You Make the Difference!

Pitch in and be a Britain on the Green Volunteer.

Join with your CTR colleagues on Sunday, April 24th, 2016, at CTR's 19th annual all-marque British car and motorcycle show at Gunston Hall Plantation in Lorton, Virginia, the home of American patriot George Mason. Many CTR members and friends are hard at work preparing for the event.



But **we need your help** on the day of the event. We need CTR members and friends to step up as volunteers. It will be easy.

- ◆ Volunteers will be provided instructions and be matched with Team Leaders who have run the event before. Your role will be those critical additional staff to help the leaders.
- ◆ Each volunteer is contributing only a few hours of time so you can enjoy the show.
- ◆ Most critical needs are for Registration and Field Parking under the guidance of an experienced CTR Leader.
- ◆ And you get a very cool red "BOG Staff" hat.



Please volunteer to give a little of your time, and then go enjoy the event. Email right now. **BOG Volunteer Coordinator Pete Farrell.**
petefarrell@verizon.net

registrations, you'll want to sign up as soon as possible. And early registration will save you money and guarantee you a souvenir poster designed by Joseph Craig English. To register now, go to the CTR website or to www.motoshow.com/event/bog – it's easy!



Car guys are car guys. When the work is done, there is always time to admire a brand new Corvette!

Planning for Britain on the Green January 23rd

Planning for Britain on the Green has, of course, been underway for quite some time – does it ever really stop? However, the first dedicated planning session took place on Saturday, January 23rd, when several CTR members met with a representative of Gunston Hall Plantation to discuss plans for the 2016 show. Since then, publicity has gotten under way, awards and dash plaques have been ordered, the poster has been finalized, and registration has begun. By the end of February, you should receive a postcard in the mail with all the information you need, so there's no excuse not to register early! Since classes and the number of awards within classes are determined by pre-



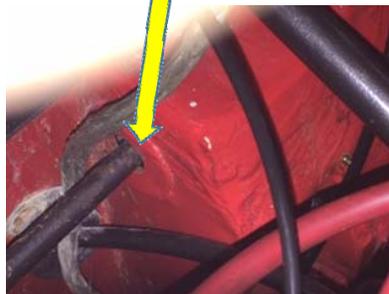
“Quick Fix” to the TR6 Accelerator Shaft Bushing

Steve Mumma

As a TR6 owner chances are you have already, or will, replace the two nylon bearings that hold the accerlerator shaft in place along the bulkhead. Many owners may not even realize these bushings are deteriorated or even missing altogher. During my restoration I installed the stock OEM one-piece nylon bushings, which I recall was a somewhat difficult process even working in an empty engine bay and cockpit. Well, that was roughly seven years ago and here’s what I recently found on the floor of my garage while doing some engine routine maintenance:



These nylon bearings should found here, and in one piece.



Instinctively my research took to me to Bob Danielson’s web site at <http://tr6.danielsonfamily.org/>, where I knew Bob has documented just about every TR6 upgrade known to mankind. Bob has an extensive write up to this particular upgrade, but is somewhat outdated as it does not include the solution I selected.

Apparently, there are four available options to the TR6 bushing replacement; the stock nylon, the McMaster-Carr metal (bronze), the Art Lipp delrin and locking collar, and the two-piece BPNW metal (bronze) bushings. I won’t go into the pros and cons of the first three options, but only say that each of these options appears to require a bit more installation effort and, in one application, honing of the bulkhead flange. I selected the BPNW two-piece brass bushings as my Quick Fix. Although a bit pricey at \$28, they are for all intent and purposes permanent,

but do require periodic lubrication, but don’t we all? Following the instructions provided it took me less than an hour to install, with the aid of some cold barley soup of course. Cheers.



This is the first in what will hopefully be a series of “Quick Fix” articles describing easy solutions to annoying LBC problems that you may have encountered and resolved over the years. Do you have a quick fix ideas; please share it.




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

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

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines and 5-speed transmission, four TR8 alloy wheels, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

For Sale or take it. Hobbyist chrome plating set-up. Professional type plating, 3 tanks: Copper, Nickel, Chrome. Small parts only - 9" diameter tanks. All the chemicals for ferrous and non-ferrous metals. Plating manual and all accessory stuff included. Purchased from Caswell Inc. Lyons NY (caswellplating.com) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



Spitfire Parts for Sale. Late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts,

carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

Factory Original TR6 Hardtop for Sale. All glass is in excellent shape...no cracks, scratches, etc. Structurally very sound... has been in my shed for the last five years and has not been used in that time due to owner laziness. Can be easily repainted to match the color of your car as the roof is free of dents, scratches, etc. Liner is in decent shape but faded. Can deliver to you if you are in DC, Maryland, or Virginia. If you are interested, please call Mark at 202-415-1599 or e-mail me at tr6@comcast.net. Asking \$925.00.



FREE! Tire chains for your Triumph tow vehicle. Never used set of tire chains fits 235/70-15, 235/85-16, and many other sizes. Contact Hank at 703-534-7860 or seiff@verizon.net.

FREE! Kerosene heater to keep your garage toasty. Worked fine the last time I used it (many moons ago). Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale Steel OE wheels for early Spitfire. Four for \$100 OBO. Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale OE hubcaps for early Spitfire (fit wheels above). Four for \$40 OBO. Contact Hank at 703-534-7860 or seiff@verizon.net.

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomsotr6@gmail.com

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THE STANDARD

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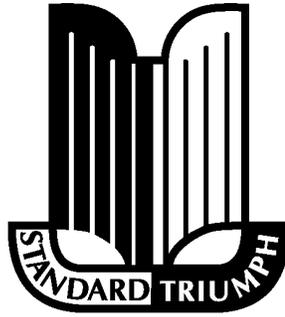
Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: The trade name Triumph was used for a variety of companies in the UK selling:

- A. Lingerie
- B. Bicycles
- C. Sewing needles
- D. Films
- E. All of the above

Answer: E. All of the above



Signs of the Times



Photo credits: Pages 1, 3 right, 5-7, 12-13, and 16 top and bottom Art Fournier; Page 2 Bill Jordan; Page 4 Stephen Oertwig; Pages 8-10 Bruce Hislop; Page 11 Jonathan Thomson; Page 16 center Patrick Carter; and Page 17 Steve Mumma



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THE STANDARD



THE STANDARD

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Capital Triumph Register, Ltd.
Volume XXVIII, Number 3, March 2016



Britain on the Green

Sunday, April 24, 2016

Extraordinary British Autos & Motorcycles

At Gunston Hall, Virginia

PRESENTED BY THE CAPITAL TRIUMPH REGISTER

Britain on the Green's 2016 souvenir poster by renowned artist Joseph Craig English.

For more on BOG 2016 planning, turn to page 7.

And don't forget to pre-register!

PAGES 1 and 7 - Awards Brunch; PAGE 2 - From the President; CTR Happenings;
PAGE 3 - GW Pkwy Run; TR3A Disassembly GYHD; PAGE 4 - Winter Classic Luncheon;
PAGE 8 - CTR Communication and Automation; PAGES 10, 12, 13, and 17 - Trending with CTR;
PAGE 12 - Old Issues of Road & Track; PAGE 13 - Comings and Goings;
PAGE 14 - Events; PAGE 15 - CTR Regalia; PAGE 16 - Your Friendly Tech Advisor;
PAGE 16 - GYHD: TR6 Clutch Hydraulics; PAGE 17 - Garage Spot: Early Spitfire Accelerator
Shaft Quick Fix; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends

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From the President

By Stephen Oertwig

Warm weather sprouts a list of maintenance tasks

My garage finally is warmer than a meat locker. It is time to roll back the car cover and get on the road. It also means I have to store beverages in the refrigerator because serving beverages at “garage temperature” might not be appreciated by all.

There is a long list of tasks before the serious driving season starts. Change the oil. Continue polishing the wheels. Find someone to straighten an alloy wheel. Mount the LED driving lights so people can see the Grey Ghost. Put on a coat of wax. Seems the list of projects never gets shorter.

Driving a Triumph makes all these tasks fun. We drove the GT6 to CTR's Winter Classic Lunch. What a change the day was from last year's snowstorm. The perfect weather brought out many Triumphs with tops down, and even a rare Porsche that had everyone talking. It almost was too hot to drive the GT6. It was motivating to talk with the CTR family.

Triumph's little GT is a fun and odd car that is a mystery to many people. Because there were fewer GT6s made than its little brother Spitfire or big brother TR6, people often don't know what the GT6 is. The GT6 quickly earned the nickname of the poor man's XKE when released in 1966.

Britain on the Green salutes the 50th anniversary of the GT6. There will be many great examples of the three versions of GT6s at Britain on the Green April 24 at Gunston Hall.

Early registration deadline is April 11. This is the deadline to have your name and car in the excellent program that John Buescher, Britain on the Green co-chairman, designs. Registration is \$25; miss the deadline and it will cost \$35.

Even if you don't have a British car or motorcycle to show at Britain on the Green, you can be an important member of the team of volunteers who make Britain on the Green the premier show of the region. Let Pete Farrell know you want to volunteer. CTR's volunteers are the strength of Britain on the Green.

CTR members also are wealth of information. Questions about Triumph originality are answered quickly on social media. I had someone ask for information about a GT6 Mk3 and turned to my library of manuals and brochures.

Seems there were many questions about the originality of this GT6. We're reminded that Triumphs are known as parts bin cars. Whatever was in the bin when the car went down the as-

sembly line was used. It was guessed that changes might be attributed to the day of week or time of day. Someone suggested that cars made after lunch were different than morning cars, depending on what beverages workers had for lunch.

Triumph cars contributed a lot to British car history. I saw a poster about the 50 cars that influenced British car styling and. Triumphs listed were the 2000, TR5 and Stag. I was surprised the TR7 was not included. After all, it was the Shape of Things that Win.

Back to my list so I have the 2000 and GT6 ready for Britain on the Green. See everyone at the April 2 tech session and George Washington Parkway run April 10. I have to make the days count. As Cavett Robert said, “If you don't think every day is a good day, just try missing one.”

Drive on and drive often.

Please welcome CTR's newest members:

- ◆ Justin Matthews of Washington, DC, who drives a blue 1975 TR6
- ◆ David and Mary Ellen Stahlman of Falls Church, VA, who drive a red 1980 TR8



CTR Happenings

Spring Events

April is shaping up to be a busy month. There will be a tech session at London Auto in Falls Church on April 2nd at 9:30 AM. This is always a well-attended, very interesting event. Details are on page 4. Our more-or-less annual George Washington Parkway Run is on the 10th. See page 3 for details. And, of course, Britain on the Green will be on April 24th. 2016 will mark our 19th BOG and our 4th year at Gunston Hall. In preparation for BOG 2016, there will be a Stuffing Party on Wednesday, April 20th and site set-up at Gunston Hall on Saturday, April 23rd. This year's Stuffing Party will be at RJ Fortwengler's in Arlington. Look for details by evite as we get closer.

The date for Sandy Thomson's Get Your Hands Dirty session in Trappe, Maryland, to disassemble a TR3A in preparation for restoration has changed from March 26th to May 14th. Details are on page 3.

Also in May, we plan to hold CTR's first rally in several years. The date has not yet been finalized, but it will probably be

during British Car Week (May 28th through June 5th). The format will be simple: follow the straight-forward route instructions through the Southern Maryland countryside and answer questions about what you see as you go. The route will end at a restaurant around lunch time. It will not be a timed event and while we'd like to see you in your Triumph, a British car is not a necessity.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Britain on the Green Video

If you haven't seen Todd McCormick's promotional video for Britain on the Green 2016, check it out on the Capital Triumph Register or Britain on the Green Facebook pages.

The Roadster Factory Summer Party

Charles Runyan has announced that The Roadster Factory will once again host a Summer Party. This year's event will be August 4th through 6th in Armagh, Pennsylvania. A number of us are already planning to attend what is always a great event. Road trip anyone?

2017 CTR Calendar

Are you interested in getting a 2017 CTR calendar for your office, home, or garage? How about seeing pictures of your car on it? This year as you take pictures at CTR events, please send them to Christopher Yurasko for possible inclusion. Send your pictures to: cyurasko@yahoo.com, please indicate in the email that he has

(Continued on Page 10)

George Washington Parkway Run

April 10th
Art Fournier

CTR's more or less annual George Washington Parkway Run returns on Sunday, April 10th. The GW Memorial Parkway is definitely one of the more scenic roads to be encountered inside the Washington Beltway. In addition to being a major commuter route during the week, this landscaped road is also a national park.

Like last year, we're going to meet at Katie's Coffee House located at 760 Walker Road, Great Falls, Virginia 22066, instead of along the Parkway itself. We will meet at 9:45 and plan to be on the road by 10:15 AM. We will have a pit stop at the Columbia Island Marina located near the Pentagon before completing the run down the southern portion of the Parkway. After the run, we will have lunch as a group in the Alexandria area. (If you are planning to have lunch with the group, please let me know so we can give the restaurant a solid head count.)

April 12th is in the middle of Washington's Cherry Blossom Festival, so traffic and crowds in the Tidal Basin area should be heavy. Consequently, we will forego a side trip into the District and stay on the Virginia side of the Potomac.

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

Get Your Hands Dirty: TR3A Disassembly

New Date: May 14th
Sandy Thomson

We are hosting a GYHD at our home/shop to disassemble the TR3A to ready it for a "frame off" restoration. The date is May 14th, a change from our original plan. Any and all are welcome to a casual soiree Friday night. A light breakfast will be served early before we head to St. Michaels (weather permitting), for a quick visit to the new Cars and Coffee held at the Classic Car Museum which was established last year. The GYHD will be from 10:30 am to 3:00 pm with lunch served at 12:30 pm. Accommodation at our house is still available for Friday night.

This is an opportunity for the club to participate in the restoration of a special car, generously donated by CTR's own Earl Hill. We're located just off Route 50 in Trappe, Maryland, about 35 minutes east of the Chesapeake Bay Bridge. Please RSVP Sandy by phone or email: 410-253-8519 or sthomson-tr6@gmail.com.



The Hill/Thomson TR3A in 2012

London Auto Tech Session

April 2nd
John Buescher

London Auto Services, Ltd., has again invited CTR to a Tech Session at their shop at 7718 Lee Highway in Falls Church, Virginia, on Saturday, April 2nd from 9:30 a.m. to 2:00 p.m. Nick Vadala and his technical service team will hoist a club member's car to conduct an inspection of the car's undercarriage and explain mechanical issues that may arise. Following the car inspection, London Auto techs will lead an informative session on the car's suspension providing information on common issues, equipment and re-enforcement upgrades.

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

There will be coffee and donuts served in the morning and the event will wrap-up with a delicious cookout with burgers, dogs and beverages. This event last year was a lot of fun and provided significant information on carburation issues. Our thanks to Nick and the techs at London Auto for their continuing hospitality and support.

An evite will be going out soon, so be sure to sign up!



Dave Schillerstrom (right) discusses wheel bearing issues during CTR's 2015 Tech Session at London Auto

LONDON AUTO SERVICES, Ltd.

(703) 560-6975

7718 Lee Hwy, Falls Church, VA 22042
 Email: londonautoservices@verizon.net
 Website: www.londonautotservices.com

CTR Winter Classic Luncheon

February 28th

CTR's Winter Classic Luncheon was the last of our indoor social events for the season; from now on we'll be driving, turning wrenches, holding tech sessions, and participating in other car-oriented events. But unlike 2015, 2016's winter luncheon happened on a rare, warm day that allowed several CTR members to knock a little of the dust off their Triumphs and bring them along. Once again, the luncheon was held at the Irish Inn in Glen Echo, Maryland, where we had a tasty buffet that included salad, soup,



Hanging out in the parking lot of the Irish Inn. It was way too nice a late February day to hurry inside.

shepherd's pie, pasta primavera, salmon, and an array of desserts in a private dining room.

On hand for this year's event were John and Sara Buescher, René Burcksen, Tom and Mary Burke, Sean Cahill, Don and Dawn Clarke, Maureen and Jay Donn, Pete and Lenore Farrell, Art Fournier, Bob Fox, Bruce Hislop, Karl and Penny Johnson, Dennis Kruse, Harvey Lee, Lionel Mitchell, Stephen and Ho Yong Oertwig, Diane Page, and Christopher Yurasko.

Everything came together to guarantee a good time. Conversation with old and new friends abounded. People gathered beforehand in the parking lot to admire cars out of winter storage and stayed afterwards to lower tops before heading off to Maryland, the District, and Virginia. Tom Burke earned a big CTR thank you for handling the arrangements at the Irish Inn and ensuring there was no repeat of last year's snow storm!



*Top: CTR president Stephen Oertwig makes a few welcoming remarks
Bottom: Not to be out done, CTR vice president and Britain on the Green Co-coordinator John Buescher puts in a plug for our 2016 show*

*Top and center: Enjoying lunch st the Irish Inn at Glen Echo
Bottom: Maureen and Jay Donn*

Winter Classic Luncheon (Continued from Page 5)



Top: Harvey Lee
Center: Diane Page and Bob Fox
Bottom: Lionel Mitchell extolling the virtues of Jaguars

Top: Tom Burke toasts the camera
Center: John Buescher chats with René Burcksen
Bottom: Dawn and Don Clark with Diane Page and Ho Yong Oertwig
Next page top: Mary and Tom Burke top down in February!
Next page bottom: Ho Yong and Stephen Oertwig with their GT6



Britain on the Green Update

John Buescher

While we have introduced several new changes to BOG this year, many are not as dramatic as we have made in the past. We will continue to use electronic registration and voting with minor changes incorporated into the MotoSho registration process, such as only being able to register one car at a time. This change will enable us to establish car classes and print windshield placards easier.

While not a change, we maintained the registration cost for the show the same as last year at \$25 for preregistration online and \$35 for mail in and day of registration.

We did not add any new special awards, but have retained

the four from last year: Best of Show, Best Survivor, Best Display, and Best Restro Mod. For the awards ceremony, we intend to invite the Best of Show and other special award winners to drive and park their cars close to the awards ceremony to provide the audience a better view of each of award winner's cars.

We were excited with last year's poster by nationally-known artist, Joseph Craig English, and will provide all pre-registered entrants another of Mr. English's 22x28 inch posters featuring last year's Best of Show winning 1947 Bentley Mk IV owned by James Stejskal.

Finally here are a few dates to remember:

- ◆ BOG Stuffing Party will be held on Wednesday evening, April 20
- ◆ BOG Setup will be on Saturday, April 23 starting at 1:00 pm
- ◆ BOG 2016 final set will commence at 7:00 am

See everyone at BOG next month!

You Make the Difference!

Pitch in and be a Britain on the Green Volunteer.

Join with your CTR colleagues on Sunday, April 24th, 2016, at CTR's 19th annual all-marque British car and motorcycle show at Gunston Hall Plantation in Lorton, Virginia, the home of American patriot George Mason. Many CTR members and friends are hard at work preparing for the event.



But **we need your help** on the day of the event. We need CTR members and friends to step up as volunteers. It will be easy.

- ◆ Volunteers will be provided instructions and matched with Team Leaders who have run the event before. Your role will provide the critical additional help for the leaders.
- ◆ Each volunteer is contributing only a few hours of time so you can enjoy the show.
- ◆ Most critical needs are for Registration and Field Parking under the guidance of an experienced CTR Leader.
- ◆ And you get a very cool red "BOG Staff" hat.



Please volunteer to give a little of your time, and then go enjoy the event. Email right now.
BOG Volunteer Coordinator Pete Farrell.
petefarrell@verizon.net

CTR Communication and Automation

Lionel Mitchell

Several years ago, wearing my now erstwhile systems engineering hat, I wrote a document that I called the CTR communications concept of operations. It tended towards the type of formal document that I dealt with in my career as a systems engineer, complete with club communication goals; requirements derived from the goals; and alternatives for meeting those requirements for club communications. It wasn't circulated beyond the Executive Steering Board so as to not bore members. While we did not go any further in a formal sense, I think it did actually inform our direction in terms of how we've evolved in our communications methods and addressed the confusion that we were having. At this point, you're probably starting to yawn, but please bear with me for a few paragraphs while I attempt to clarify our different methods of club communication and automation support for different purposes.

Way back in the twentieth century and into the early years of the new century, the only real practical methods of communicating were snail mail, email, and telephone. Email became the choice to communicate quickly among members. This led to ad hoc construction of email lists and ultimately a few email lists on the CTR web server (more on those below). We had an initial internet presence with a web server, which we subsequently improved. Next, we added a forum for all kinds of car-related discussions among members. Then we hopped onto the Facebook bandwagon. We've also used E-vite extensively and are now using a web site called MotoSho for Britain on the Green registration as well as a site called Survey Monkey for BOG vote counting. Wow! We've come a long way.

Lest it might appear that we have proceeded haphazardly, there has been method to our madness. We have actually followed, by serendipity or by design, the communication goals and requirements alluded to above. I won't bore you with the details of the methodology, but rather describe how we have evolved in communicating.

Newsletter for Tried and True Communications

We have an excellent newsletter which contains all kind of information from technical information on the cars, accounts of events, a calendar of future events, classified ads, and even more. Our newsletter is the gold standard of club communication. It's published at least ten times per year, and members can choose to receive it in hard copy form or electronically. The high quality of our newsletter has been recognized by the national Triumph club, the Vintage Triumph Register, numerous times in the last decade. But in these days of constant communication, it is a bit static.

So, we have proactively enhanced our communications capabilities.

Web Site for General Communications and Member Publications

The CTR web site provides methods to support posting of: current schedule of club activities, newsletters, BOG information, and general club and member information for CTR members and the general public. While it is mostly a read-only form of communication, there are provisions that have not been used that support member discussion, and there is a little used provision that allows members to post photos or links to photos of their car projects. In the past, core members used a forum through the web server to have technical and other car-related discussions. That worked extremely well, but it became problematic due to hacking of the software by outside malicious attacks and not having the source code to fix bugs. We paid \$5 for that software and certainly got our money's worth out of it, but it reached the point of not being worth additional effort or cost when we became immersed in Facebook (see below).

E-vite for Event Notifications and More

For the past few years, we have been using the E-vite web service to send notices to the entire membership to inform them of upcoming events and to collect RSVPs. This has been a great success. In some cases, it provides the flexibility to allow us to plan an event and notify the membership in between newsletter issues. It's much more effective and less confusing than mass emails. We expect to continue using E-vite for event notification and for any other communications to notify the entire membership or subsets of the membership about special interest items. We have, however, on occasion used mass emails to send information and notices to the entire membership in a fashion where each member's email address is hidden from all others, but this is becoming less common and is not really a desirable approach.

Email for Different Purposes

We have also set up email lists on the CTR web server of subsets of members for the purpose of communicating on specific topics. The following email lists are used for the purposes described:

- ◆ esb@capitaltriumphregister.com - consists of only ESB members and should be used for ESB business only. The list of current ESB members is included at the end of the newsletter.
- ◆ ctr-core@capitaltriumphregister.com - consists of ESB member plus other very active members and can be used for general car-related discussion and non-ESB club topics. The purpose of this list is to provide a quick and easy way for communications between members who attend many club events. If you would like to be added to this list, please contact me, and I will add your email address to this list.
- ◆ bogstaff@capitaltriumphregister.com - consists of the ctr-core list plus members who are involved in BOG but not

much else and should be used for BOG communications only. If you have not received email messages where the "from" field has this list name and would like to be involved in BOG, please contact me, and I will add your email address to this list.

Anyone can use the email addresses above, but we ask that you use them for their intended purposes.

Facebook for Member Communications

For many years, there have been on-going communications between members by emails, then through the forum mentioned above, and finally on the CTR group Facebook page. A lot of these communications have been about asking technical questions. Many members have Facebook accounts and have taken advantage of this social media approach. We set up the CTR Facebook group page as a "Closed Group," which means access is for group members only. Club policy is to admit any member who requests access. We also have approved requests for a limited number of non-club members as guests from the Triumph community (e.g., members from other Triumph or British car clubs). Of course, the Facebook group page is not just limited to technical discussions. It's used for different kinds of club and car-related discussions.

In addition to the CTR group page, we have recently set up another Facebook closed group page called CTR Classifieds. The purpose of this page is for posting items to sell, trade, or giveaway. Items should be car-related. All transactions are between individual club members. This group page is for CTR members only. To join the group, simply send a request to the page or contact me by email, and I will add you to the group.

We realize that there are some members who do not want to use Facebook. The suggested approach for getting technical advice is to communicate with the technical advisors. For years, we have listed Triumph model technical advisors at the end of the newsletter; however, these people rarely get calls or emails from club members. These people will be happy to assist you. In addition to these resources, we are setting up a technical ombudsman to field general questions. This might involve bringing in other club members, or even outside resources, to help answer technical questions for members who do not use Facebook. You can send technical questions to ombudsman@capitaltriumphregister.com by email. Initially, I will serve as the technical ombudsman, but over time we will likely rotate this responsibility.

BOG Communications and Support

For communicating to the British car community and the general public about BOG, we set up a separate Facebook page for Britain on the Green. This is a public page. It can be seen or posted on by anyone on Facebook. The purpose is to provide information about BOG and to allow the LBC community a place to post photos and have discussions about BOG. We have posted photos and videos and information about the show. People who

have come to the show have posted their own photos as well.

We are now using a web site called MotoSho for on-line registration for BOG. Anyone can go to this web site to register for the show and pay through Paypal or mail a check to us. We set up the pertinent information about the show – date, times, cost, etc. a few months in advance of the show. We do a mass USPS mailing in the late winter timeframe using VistaPrint that points people to the MotoSho web site. We export the list of registration information to a spreadsheet.

Popular voting by participants at BOG has been automated through smart phone or computer tablet access to a web site called Survey Monkey. The spreadsheet, exported from MotoSho, includes the day-of-show registrations and the pre-registrations. The cars are grouped into car classes previously determined. This serves as the template for capturing votes from phones and tablets. Vote tabulation is done by the Survey Monkey software. What previously took a few hours for several people manually counting paper ballots is now done in a few minutes automatically.

As you can see, we have embraced 21st century communication and automation methods and are on the forefront of state-of-the-art practices in our community of peers. We have been asked by members of other clubs about our methods, which to me is a ringing endorsement. We are always open to new methods. So, if you have any suggestions or would like to be more involved, please do not hesitate to contact a member of the ESB.

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CTR Happenings (Continued from Page 3)

permission to use them for the calendar.



Trending with CTR

News of Members in Brief



Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

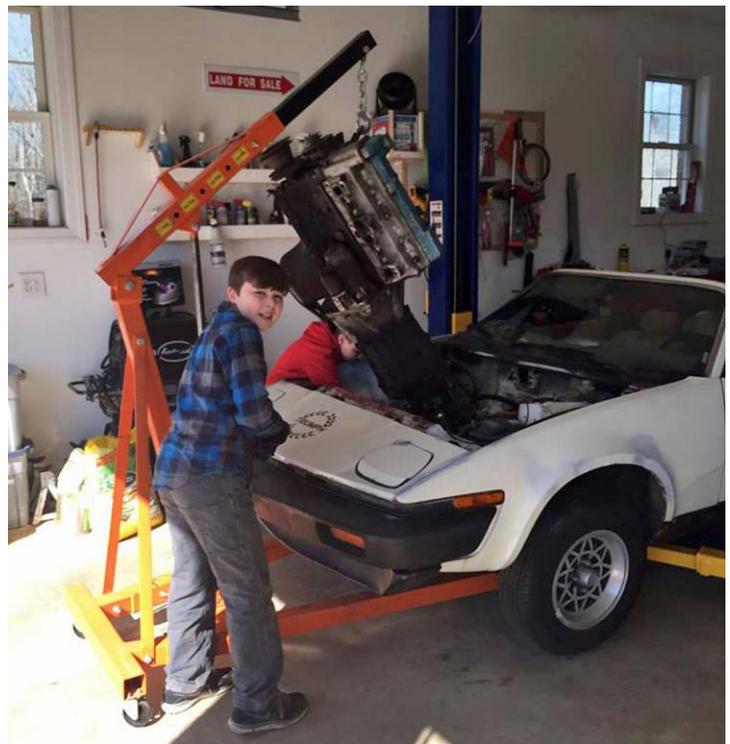
Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

Evite and RSVP Courtesy

If you RSVP for an event or sign up using CTR's evite notification and for some reason—weather, mechanical problems, or whatever—please take a moment to let the event host know you will not be attending. This is especially important in cases where CTR has made a group reservation at a restaurant or other venue. Plus if we expect you and you don't show up, we don't want to delay the event waiting for you unnecessarily.

CTR You Tube Channel

Thanks to Christopher Yurasko, CTR now has its own You Tube channel where you may view BOG and CTR event videos. Here's the link: <https://www.youtube.com/channel/UCeBXsxSCRFXkbEuK5z1tE5A/playlists> Post videos on You Tube, then send the link to Christopher (cyurasko@yahoo.com) to be included.



The Younger Generation!

Above: Kevin Denison's sons Ryan (12) and Connor (9) help their father with his Triumph Wedges. Ryan is front and center in both photos.

Next page: The front bumper guard makes a convenient step for Gavin Schipani as he turns a wrench on his father Matt's Daimler saloon



Treasured Motorcar Services will hold a spring car show and open house on Saturday, April 30th, from 9:00 AM to 3:00 PM. The rain date is May 14th. Registration is from 9:00 AM until noon with awards at 1:00 PM. The event is open to all makes and models. Tours of their facility will be given. A fall event is planned for October 22nd.

Treasured Motorcar Services is located at 12340 Owings Mills Blvd, Reisterstown, MD 21136. For more, call 410-833-2329 or go to www.treasuredmotorcars.com



CTR and BOG are on Facebook.

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

Classic Car Center Swap Meet and Car Corral April 16th

The Classic Car Center in Fredericksburg, Virginia, will hold their 9th annual Swap Meet and Car Corral on Saturday, April 16th from 9:00 am to 3:00 pm. The event is free for all those who want to sell or buy cars and parts or just look around. (The only thing that isn't free is lunch from Famous Dave's Barbeque.)

The Classic Car Center is located at 3591 Lee Hill Drive (Route 756) off of Route 2 South between the Fairgrounds and Shannon Airport. For more information, call Marty Miller at 540-370-4474 or see their website www.classiccarcenter.net



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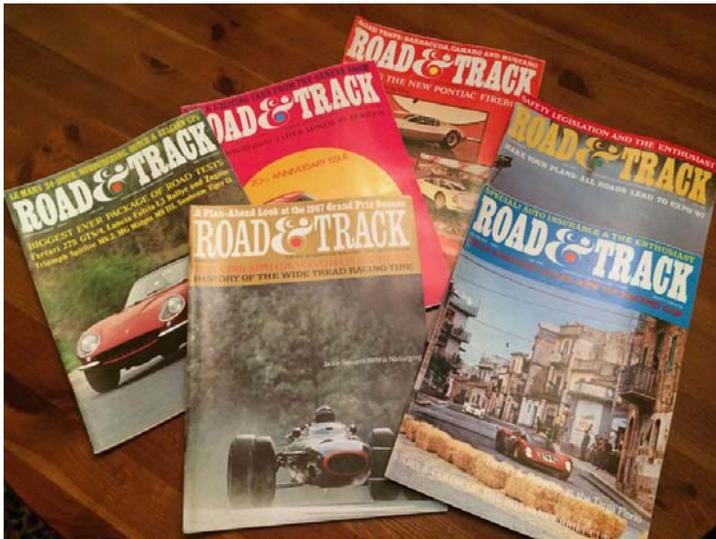
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Old Issues of Road & Track

Tom Burke



In the '60s I had a sports car, but more importantly, I had *Road & Track*, which made a hick kid in Maryland understand that there was a big world out there that had amazing cars driven by amazing people with amazing stories. A while back, I noticed that old copies of that magazine could be purchased in batches for not much more than the price of a single new copy at the news stand. Finding these old mags on eBay is like finding my old Alfa for sale on the corner. I am guessing that all of us spent our teenage hungering for one thing or another, most of which is best forgotten, but I have gotten a lot of enjoyment out of recalling how I hungered for the European classics found on the pages of "*R&T*." The current versions of *R&T*, frankly, leave me cold. They go on and on about hyper-ultra-mega-super cars that I am unlikely to ever see, much less drive. Their editorial content has gone from "The Wonderful Carburetors of Edoardo Weber" to "Jay Leno Thinks the Rezvani Beast is the Future of Supercars."

In the '60s, I learned geography from the Grand Prix circuit, and I learned engineering from Dennis Wakefield and Tony Hogg, and I learned about bravery and mortality from Lorenzo Bandini and Jim Clark and Denny Hulme, and too many others. Mostly, I learned about everything that was fun and fascinating about cars from Henry Manney, who had, undoubtedly, the best job in the world, wandering the race courses of the world, rubbing his shabby tweed-clad elbows with Graham Hill and Stirling Moss and Dan Gurney, while jotting notes and puffing away on a ruddy old pipe. Back then, he sometimes wrote half of the magazine, with dry, merciless road tests of Humbers and Healeys, great articles about the drivers and even the mechanics that main-

tained the GP cars, and stories that made me want to run away from home, just so I could see the Targa Florio, from up on one of those ancient Italian stone walls.

In the '60s, the cars that now sell for millions at Monterey were scattered through those old issues or, worse yet, you could see them for sale in the classifieds in the back pages, "1930 4.5-Liter Bentley, all-metal Vanden Plas body, green with red leather interior, original condition throughout, \$5000.00." And it all seemed much more personal in those days, as if we all knew a secret, that cars didn't get better when they got bigger, and that engines didn't have to get 8 mpg to let you have a lot of fun.

Now, I'm the one that's "in the 60s," and although there's fun to be had driving a Triumph, my REAL memories of the greatest years of classic cars came from those pages and it's great to go back to those pages and re-live the history that made these cars into classics.

Trending with CTR News of Members in Brief



Matt Offen's TR3A by National Cathedral in Washington, DC, on a warm February day.

Comings and Goings in the British Car Care Trade

Mark Shlien

Dennis Pye, president of City Imports Ltd., in Glen Burnie, Maryland, is pleased to announce that John "Johnny" Morrison has joined City Imports as a lead mechanic. Johnny arrives at City Imports from Mountjoy's where he was a mechanic for over 20 years. City Imports was founded in 1997 by Dennis and provides a full service shop specializing in frame-up restoration, engine rebuilds, upholstery, wiring, painting and sandblasting along with your day-to-day repairs. You can read more about City Imports LTD, at www.cityimports.com or by calling 410-768-6661. We wish Johnny the very best.

At the beginning of March of this year the owner of the iconic Motorhead Ltd, Jeff Burns, retired after serving the British car community in the D.C., Maryland and Virginia for the past 39 years. The services formally provided by Motorhead, from engine tune ups to engine rebuilds and everything in between, will now be performed by "British Standard Motors" from the same location at 2811 Old Lee Highway in Fairfax, Virginia. British Standard Motors looks forward to continuing to improve upon the tradition of service begun by Motorhead back in 1977. Please feel free to stop by and say hello to Rollo Samuel, one of the new owners of British Standard Motors.

Trending with CTR News of Members in Brief



Stephen Prior got his first TR7 drive of the season in on March 11th. It was also his final drive before back surgery. All of us in CTR wish Steve the best for a quick recovery!



Looking back at THE STANDARD:

Volume VIII, Number 2
March 1996

The lead article in the March 1996 edition of The Standard was a recap of the club's participation in the Alexandria George Washington Birthday Parade. Taking part were Charlie Brown, Fred Thomas, Herman Lutz, Frank San Pietro, Jaime Connelly, and Paul Geithner. RJ Fortwengler was also on hand without his TR250.

Carole Aranda reported on the Winter Dinner held at the Plata Grande Grill in Calverton, Maryland. Maureen Royle Donn, Arleigh Cottrell, Paul Geithner, and Alex Akalovsky volunteered to help organize club events and Art Fournier reported on the results of a membership survey.

Plans were underway for CTR participation in the Original British Car Day to be held at Allen Pond Park in Bowie, Maryland. Dennis Eckhout recounted a chance meeting along the interstate Highway in Ypsilanti, Michigan and Beverly and David Dougherty reported on a visit to a Vintage Car and Carriage Museum in County Donegal, Ireland.



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EVENTS

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

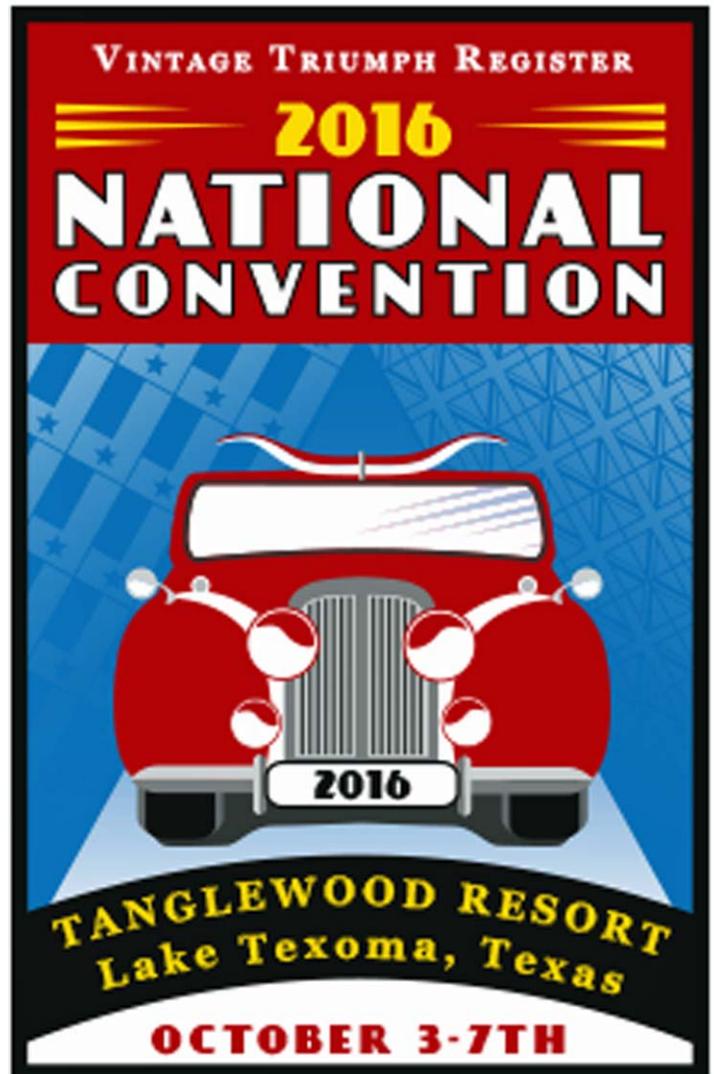
- Apr 2 - London Auto Tech Session *CTR*
- Apr 8 - Deadline for the April issue of *The Standard*
- Apr 9 - Williamsburg, VA, British Car Show
- Apr 10 - George Washington Parkway Run *CTR*
- Apr 16 - Classic Car Center Swap Meet and Car Corral, Fredericksburg, VA
- Apr 20 - BOG Stuffing Party, Arlington, VA
- Apr 23 - BOG Set Up at Gunston Hall
- Apr 24 - Britain on the Green 2016, Gunston Hall *CTR*
- Apr 30 - Treasured Motorcar Services car show and open house, Reisterstown, MD
- May 13 - Deadline for the May issue of *The Standard*
- May 14 (New Date) - TR3A Disassembly GYHD *CTR*
- May TBD - CTR Fun Rally, MD location *CTR*

*** Much More to Come ***

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



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



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CTR and BOG Regalia

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

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

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

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

him if you want something completely different.

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



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Howell, MI 48844



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



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Your Friendly Tech Advisor: An Underutilized Resource

Bruce Hislop

As I flipped to the last page of the February issue of *The Standard* – well, actually, as I scrolled to the penultimate page of my electronic copy – I saw that I am listed twice in the Officers and Advisors section. Yep, there I am as the Club Liaison (with all the rights and privileges thereunto), as well as the technical advisor for the TR7.

I remember telling someone at the holiday party many years ago that I'd serve as the liaison, and have actually devoted real time communicating with other clubs our upcoming events and such, and sharing their event information with CTR. I'm not exactly sure when I became the TR7 advisor. That got me thinking about what the role of a model advisor is, can be and should be.

I think any credentials I may have as the TR7 Advisor stem from the World's Longest Restoration that I'm performing on a TR7 Spider. Since receiving the car, I've disassembled pretty much every part that can be disassembled, cataloged it, tagged it, probably took a picture of it, placed it in a bag, placed the bag in a box, and placed the box in the garage attic. I'm pretty knowledgeable about how to take a Wedge apart. I've also owned multiple Wedges, each one needing repairs at some point. Some of these repairs are common (think electrical), some are less so (torn carburetor diaphragm); some are tough to diagnose (stuck temperature compensation valve), some are easy to diagnose (stuck carburetor float); some are a quick fix (bad thermostat), and some are really tough to fix – or at least get to (starter replacement).

While I'm no "fount of knowledge," I do have some experience and am quite willing to share that experience with other TR7/Wedge owners. This, I believe, is the role of the technical advisor: to share experience and knowledge about a specific model of Triumph with other owners of that model. I've fulfilled this role numerous times and in numerous ways. I've responded to emails asking "How do I..." or "Where can I..." questions. I've shown up at a member's garage to replace a starter – there's definitely a trick to replacing a TR7 starter. I've taken part in the Wedge Weekends to share, help out and equally to learn from other Wedge owners.

I'm not expert with all things Wedge, nor do I need to be. A technical advisor does not have to be an expert for that model. A technical advisor simply has to be willing to help others by sharing knowledge, turning a wrench or even lending support.

If you have a question regarding your Triumph that might be stymieing, or need a simple "What's the best way to..." question answered, consider contacting the technical advisor for your car. If you have some knowledge (learned "officially" or from the school of hard-knocks) consider being a technical advisor. As a club we aim to support Triumph owners in their efforts to get maximum enjoyment from their cars. Taking advantage of the technical advisors is a great way to meet that goal.

Get Your Hands Dirty: TR6 Clutch Hydraulics

February 20th

Glenn Minucci, Rob Mancuso, and Art Fournier got together for a GYHD session in Chesapeake Beach, Maryland to replace the clutch master and slave cylinders and hydraulic line in Rob's TR6. The job went smoothly and successfully with Rob reporting a much stronger clutch feel.



Above: Glenn Minucci and Rob Mancuso top up the hydraulic fluid in Rob's TR6 after replacing the clutch master and slave cylinders.

Below: Rob and Glenn adjust the clutch slave cylinder. Even with the car safely supported on jack stands, there was little room to use the creeper.





“Quick Fix” to an Early Spitfire Accelerator Shaft Sleeve

Hank Seiff

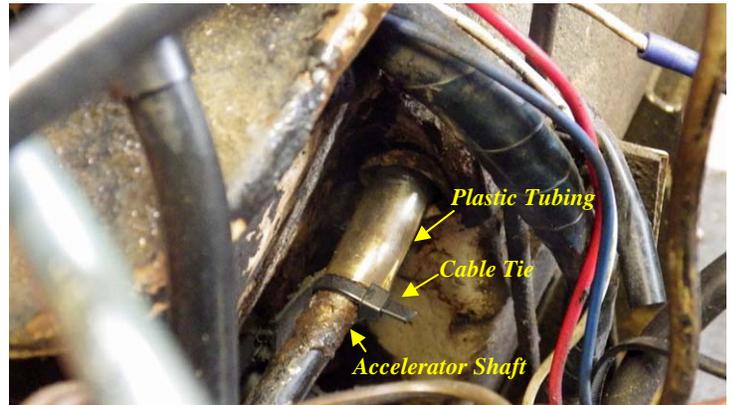
Quick Fix!

Re: the “Quick Fix to a TR6 Accelerator Shaft Bushing” article in the February newsletter. My Mark II Spitfire has a similar accelerator shaft design and need for a bushing as it goes through the firewall. I didn’t know there were various options, especially including a two-piece replacement. Perhaps I’ll try the two-piece one someday as disassembling the shaft and sliding an OE-type bushing on looks like a lot of work.

I “solved” the problem with an even quicker fix. I cut a three-inch or so piece of flexible plastic hose (most likely vinyl or perhaps Tygon - I don’t remember the diameter, but it should be obvious when you fit it in) and slit it lengthwise. You need a piece with an OD which will wedge itself onto the edges of the hole in the firewall and an ID big enough

to allow free movement of the accelerator shaft. I oiled the inside diameter of the piece of hose, opened it up and slipped it around the shaft and then pushed it into the hole in the firewall. After a while, when it started to slide back out to the engine side of the firewall, I pushed it back in and used a wire tie on the engine side to keep it from sliding back. It’s never wanted to slide into the passenger compartment side of the firewall, but if it did, I suppose another wire tie would do the job.

I admit this isn’t a very sophisticated “fix,” but, so far, it has worked, and it sure is simple.



Trending with CTR News of Members in Brief



Pete Farrell is shown helping Andrew McGinley install a transmission in his TR250.

McLaren



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

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

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines and 5-speed transmission, four TR8 alloy wheels, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

For Sale or take it. Hobbyist chrome plating set-up. Professional type plating, 3 tanks: Copper, Nickel, Chrome. Small parts only - 9" diameter tanks. All the chemicals for ferrous and non-ferrous metals. Plating manual and all accessory stuff included. Purchased from Caswell Inc. Lyons NY (caswellplating.com) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



Spitfire Parts for Sale. Late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts,

carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

Factory Original TR6 Hardtop for Sale. All glass is in excellent shape...no cracks, scratches, etc. Structurally very sound... has been in my shed for the last five years and has not been used in that time due to owner laziness. Can be easily repainted to match the color of your car as the roof is free of dents, scratches, etc. Liner is in decent shape but faded. Can deliver to you if you are in DC, Maryland, or Virginia. If you are interested, please call Mark at 202-415-1599 or e-mail me at tr6@comcast.net. Asking \$925.00.



For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomsotr6@gmail.com

Join us on April 24th at Gunston Hall Plantation
in Lorton, Virginia,
for
the 19th Annual

Britain on the Green

the

Capital Triumph Register's

largest annual event!

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THE STANDARD

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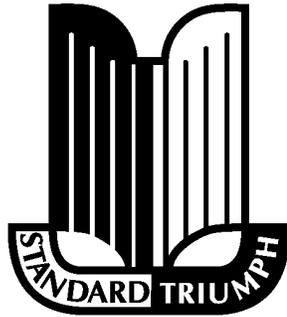
Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: The word Triumph draws its name from the Triumphus, a celebration honoring a conquering general returning home from war. Which of these ancient civilizations is it from?

- A. Carthaginian
- B. Minoan
- C. Roman
- D. Phoenician

Answer: C. The Roman triumph (triumphus) was a civil ceremony and religious rite of ancient Rome, held to publicly celebrate and sanctify the military achievement of an army commander.



Signs of the Times



As René Descartes might have said, "I pay therefore I am."

Photo credits: Pages 3, 4 bottom, 5, and 16 Art Fournier, Pages 4 top and 6 Stephen Oertwig, Page 7 Mary Burke, Page 10 Kevin Denison, Page 11 Matt Schipani, Page 12 left Tom Burke, Page 12 right Matt Offen, Page 13 Stephen Prior, Page 17 top Hank Seiff, and Page 17 bottom Andrew McGinley



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THE STANDARD



THE STANDARD

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Two TR4s, a TR8, and a TR6 pull out of the Columbia Island Marina near the Pentagon during CTR's 11th annual George Washington Parkway Run on April 10th.

Although Washington's famed cherry blossoms bloomed early and had already faded, there were good roads and better company during this annual event.

For more on the GW Parkway Run, turn to page 6.

PAGES 1 and 5 - George Washington Parkway Run; PAGE 2 - From the President; PAGE 3 - CTR Happenings; CTR Spring Rally; TR3A Disassembly GYHD; PAGE 4 - London Auto Tech Session; PAGE 8 - Britain on the Green Final Update; PAGE 9 - Comings and Goings; PAGE 10 - Amelia Island Concours d'Elegance; PAGE 14 - Events; PAGE 15 - CTR Regalia; PAGE 16 - Trending with CTR; PAGE 17 - Orphan Car Tour; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

Objects in rearview mirror are Triumphs

Chasing after 50-year-old Triumphs can be an adventure. Towing 50-year-old Triumphs can be just as exciting, especially when pulling them halfway across the country. There is the constant reminder in the rearview mirror of a car following very close.

I drove to Missouri to help my mother. It was the perfect opportunity to take the conifer 1966 Triumph 2000 Mk 1 purchased last year in Frederick, Maryland, to the farm. It just took some planning to get the 2000 on a trailer. Because the 2000 was not running, it has to be winched upon my tilt trailer. It took many hours of planning to figure out how to mount the winch. It was not until the conifer 2000 was hooked and pulled up the bed that all the planning appeared to be successful.

With advice from an ex-trucker, the 2000 was lashed down so the two-day drive to Missouri was incident free. The 2000 was rolled off the trailer into a varmint-free garage and covered.

I learned my lesson about parking Triumphs in pole barns on the farm. Animals will move in. The body on the conifer 2000 was too good to let it become a mouse house.

One the trip back to Virginia, I stopped in Indianapolis to collect the wedgwood 1966 Triumph 2000 Mk 1 I had bought in 2007. It is a long story about why it took so long to pick up the wedgwood 2000. I was not going to go home with an empty trailer.

Getting the 2000 on the trailer was a challenge because of limited space to maneuver a pickup and 22-foot trailer. It also had rained in Indianapolis, and the pickup became mired in the mud. There also was a flat tire on the front of the 2000.

All the engineering with the 12,000-pound winch paid off again. The 2000 crept up the bed just like planned. Once lashed down, it was back on the road to Virginia. It

was so easy until I hit a blizzard in eastern Indiana. The rest of the trip was uneventful.

The quest for 2000s has surprised a few people. Only about 1,800 Mk 1s were exported to the United States. Triumph had a hard time marketing the 2000 here because it was overpriced compared to comparable American cars.

Do I need three Triumph 2000s? As CTR member Christopher Yurasko asked, "How many Triumphs does a person need? The answer of course is 'Just one more!' " Some CTR members said I was trying to get enough 2000s to have my own class at Britain on the Green. I am getting close.

Britain on the Green is the focus for everyone in CTR now. There has been lots of work by the committee while I have spent a lot of time in Missouri this year. I am thankful for the dedication of CTR members to make BOG the best British car and motorcycle show of the year. I just hope the 2000 Mk 2 is ready to go because one of the brake calipers was sent out for rebuild.

I look forward to seeing everyone at Britain on the Green. A preview of the great participation CTR has was the George Washington Parkway run. There was a good showing of Triumphs, even with it snowing the day before.

There are other events coming up for CTR members. We have the Maryland rallye in May and I am exploring the idea of a Dead Presidents Tour in Virginia. This could be an overnight trip. There also are the many British car shows throughout the area in the summer.

Hope to see everyone at Britain on the Green. Drive on, and drive to Gunston Hall April 24.

Please welcome CTR's newest members:

- ◆ Gene and Eleni Uricoli of Fairfax, VA, who drive a white 1974 TR6
- ◆ Steve and Deneen Krantz of Sandwich, IL, who drive a variety of British cars

Along with these members who have recently renewed their CTR memberships:

- | | |
|---------------|--------------------|
| ◆ Joe Cannon | ◆ Jeanne Buschbach |
| ◆ Tim Cornish | ◆ Walt Seedlock |
| ◆ Jerry Price | ◆ Chip Collingwood |



CTR Happenings

Britain on the Green

Britain on the Green will be on April 24th. 2016 will mark our 19th BOG and our 4th year at Gunston Hall. In preparation for BOG 2016, there will be a Stuffing Party on Wednesday, April 20th and site set-up at Gunston Hall on Saturday, April 23rd. This year's Stuffing Party will be at RJ Fortwengler's in Arlington. Details may be found on page 8 and have also been sent out by evite.

Spring and Summer Events

There are two local events on April 16th. If you can attend either one, it might be a good opportunity to get your car out. Classic Car Center is hosting a swap meet and car corral in Fredericksburg, Virginia (page 9) and the Clustered Spires British Car Club is co-hosting a cruise-in in Frederick, Maryland (<http://clusteredspiresbcc.com/Home.html>).

Sandy Thomson's Get Your Hands Dirty session in Trappe, Maryland, to disassemble a TR3A in preparation for restoration will be on May 14th and CTR's Spring Rally will be on May 21st. Details on both events are on page 3.

British Car Week runs from May 28th through June 5th, so look for opportunities to get your British car out on the road, either for a planned event or just as an excuse to enjoy a spring day in the countryside. Perhaps we can come up with an impromptu event during Memorial Day weekend?

This year's Orphan Car Tour on June 4th will be in Anne

(Continued on Page 8)

CTR Spring Rally

May 21st
Art Fournier

It's been many years since CTR has organized a road rally, so we thought we'd start off with a fairly straightforward one. On Saturday, May 21st, we'll hold a question-and-answer rally in Southern Maryland beginning in Upper Marlboro and ending near North Beach. Participants will be given a copy of the route directions and will be asked to answer questions on what they see along the way. Most of the questions will be easy, but there will be a few tougher ones to make it a bit challenging. It will not be

a timed event, so there will be no reason to speed – think of it more as a self-guided tour.

A Triumph would be nice, but certainly isn't mandatory. For safety sake, we very strongly recommend you have a navigator to handle the paperwork and help you keep your head out of the cockpit and your eyes on the road. You'll need a pen to record your answers and a clipboard or something to keep your route package from blowing away. You shouldn't need GPS, but if you'd like to use it, that's okay. The intent is to have fun while enjoying some pleasant backroads in your LBC.

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

The route will end at a very casual restaurant near North Beach where you may order off the menu and relax while your results are scored.

Look for an evite as the date gets closer or contact Art Fournier at artfournier@comcast.net or 410-535-0690 for additional information. We hope to see you there!

Get Your Hands Dirty: TR3A Disassembly

May 14th
Sandy Thomson

We are hosting a GYHD at our home/shop to disassemble the TR3A to ready it for a "frame off" restoration. The date is May 14th, a change from our original plan. Any and all are welcome to a casual soirée Friday night. A light breakfast will be served early before we head to St. Michaels (weather permitting), for a quick visit to the new Cars and Coffee held at the Classic Car Museum which was established last year. The GYHD will be from 10:30 am to 3:00 pm with lunch served at 12:30 pm. Accommodation at our house is still available for Friday night.

This is an opportunity for the club to participate in the restoration of a special car, generously donated by CTR's own Earl Hill. We're located just off Route 50 in Trappe, Maryland, about 35 minutes east of the Chesapeake Bay Bridge. Please RSVP Sandy by phone or email: 410-253-8519 or sthomson-tr6@gmail.com.

London Auto Tech Session

April 2nd

CTR is once again indebted to Nick Vadala, proprietor of London Auto Services in Falls Church, Virginia, for opening up his shop on a Saturday morning for a tech session. Nick's sessions have been among the best attended and most informative events CTR holds annually. This year we had over 30 members and friends attend – not bad for a rainy, chilly day!

The morning began with coffee, doughnuts, and pastries along with a little socialization. Next came a tech evaluation of Roger Morrison's TR6, with emphasis on the mechanical condition of the suspension and undercarriage by Dave Schillerstrom with inputs from Gail Heath and Nick. In all, Roger's TR6 came off pretty well. After the tech analysis, Dave spent some time at the "show and tell" table going over a variety of suspension components and bushings. Then, after answering a wide variety of questions from the simple to the complex, it was time for a complimentary lunch of brats, burgers, and beverages along with more socializing and examining the shop's current projects such as Bob Fox's TR6 which happened to be in the shop that day being looked at to find the cause of a chronic ignition issue. And before the session broke up, Nick held a drawing for a variety of door prizes provided by some of his suppliers such as Moss Motors. Thanks to Nick, Dave, Gail and the others from London Auto who gave up their Saturday morning to make us a little better informed – all-in-all a great way to spend a rainy morning!

On hand for the event were Marc Botzin, John Buescher, Dick Burk, Chip Collingwood, James Connelly, Paul Edelstein, Pete Farrell, RJ Fortwengler, Art Fournier, Bob Fox, Maston Gray, Michael Grone, Michael Harris, Brian LeBlanc, Steele Lipe, Paul Malandrino, Rob Mancuso, Lionel Mitchell, Roger Morrison, Matt Offen, Bill Owens, Pete Phillips, Arthur Quintana, Georgia Rogers, Walt Seedlock, Don Sheehan, Mark Shlien, David Stahlman, Erik Sulcs, and Dean Tetterton. CTR's thanks go to John Buescher who coordinated CTR's efforts with London Auto, which can expect us back next year for what has become one of our most popular events.





Previous page top right: Dave Schillerstrom checks out Roger Morrison's TR6

Center: Nick Vadala (far right) makes a point while Roger Morrison (light jacket) looks on

Bottom: Nick Vadala and Dave Schillerstrom

This page top left: Roger Morrison checks out his TR6 from beneath

Bottom left: CTR founding member Georgia Rogers picks out a winning door prize number from Nick's basket

Bottom right: Dave at the "show and tell" table

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11th Annual George Washington Parkway Run April 10th

As a more or less annual event, CTR drives the George Washington Parkway in April as an excuse to knock off some of the dust before the driving and car show season begins in earnest. This year was no exception. Although there was snow the day before the run (snow in April – where’s the groundhog that predicted an early spring!), it melted quickly and the day of the Parkway Run was sunny and clear, if a bit on the chilly (okay, make that cold) side.

As we did in 2015, we began our run at Katie’s Coffee in Great Falls, Virginia, and took the Old Georgetown Pike from there to the northern end of the George Washington Parkway. We followed the Parkway south to the Columbia Island Marina near the Pentagon for a rest stop and an excuse to look at cars and continue conversations that had begun in Great Falls. From there, we followed the Parkway south through Old Town Alexandria to Mount Vernon before heading back north to Alexandria where we had lunch at the Primo Family Restaurant.

There were a few new faces we hope to see at other events among this year’s participants. On hand were Patrick Carter (Spitfire 1500), Ben Cheshire (TR6), Jay Christopher (GT6), Paul and Sharon Edelstein (TR-Vette), Pete and Lenore Farrell (TR6), RJ Fortwengler (TR-B/GT), Art Fournier (TR7), Maston Gray (TR6), Harvey Lee (TR4), Bruce Metcalf (TR4), Lionel Mitchell (TR6), Stephen and Ho Yong Oertwig (2000 Saloon), Carter and Emily Sensabaugh (TR6), and David Stahlman (TR8).

Kudos go to Harvey Lee and Bruce Metcalf who did the run in their TR4s with the tops down! And CTR’s thanks go to Art Fournier who organized this year’s run.

On weekdays, the George Washington Parkway is a key commuter route through the area. It’s also a national park, one of the most scenic roads you’ll find inside the Beltway, and a great road to gently knock the winter’s dust off your Triumphs!



Above: Jay Christopher, Patrick Carter, Lionel Mitchell, Maston Gray, and Pete Farrell at Katie’s Coffee in Great Falls, Virginia

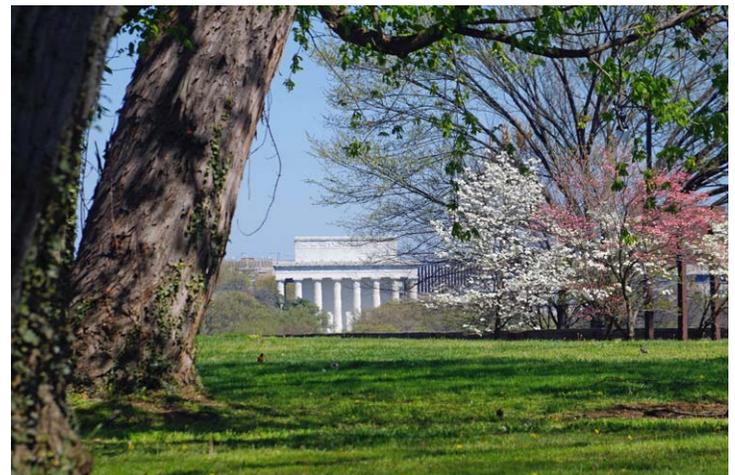




The cherry blossoms had faded, but Sharon Edelstein found some dogwoods and other flowering trees near the Washington Monument (top left) and Lincoln Memorial (bottom right) during the stop at the Columbia Island Marina.

Center left: The Pentagon looms large in the background at the Columbia Island Marina

An interesting variety of Triumphs (among other cars) took part in the Run: two TR4s, five TR6s, a TR7, a TR8, a Spitfire, a GT6, and a 2000 Saloon. The other cars were a Corvette and an MGB GT.



CTR Happenings (Continued from Page 3)

Arundel County, Maryland (page 17) and looks like a great event. The Original British Car Day will be held on Sunday, June 5th at Lilypons Water Gardens in Adamstown near Frederick, Maryland. We'd like to see a nice CTR turnout at this show.

In July CTR will plan to hold its annual Horse Country Gallop in Virginia's Horse Country.

The dates for The Roadster Factory Summer Party in Aramagh, Pennsylvania, remain as August 4th through 6th; however, Charles Runyan had considered a date change to accommodate the availability of the local drag strip. If there are any updates to his plans, we will keep you informed. The Roadster Factory Summer Party is a great event and a fun road trip.

On August 28th, CTR will hold its annual Cruisin' for Crustaceans tour in Southern Maryland. A bountiful crab harvest is expected this year, so your crab pickers shouldn't be disappointed.

When it is scheduled, CTR will participate in the MG Club's annual Test Drive event, which will give you the opportunity to drive a variety of Triumphs, MGs, and other cars on a controlled course. This is a great opportunity to see how your car compares with others.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

2017 CTR Calendar

Are you interested in getting a 2017 CTR calendar for your office, home, or garage? How about seeing pictures of your car on it? This year as you take pictures at CTR events, please send them to Christopher Yurasko for possible inclusion. Send your pictures to: cyurasko@yahoo.com, please indicate in the email that he has permission to use them for the calendar.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

Evite and RSVP Courtesy

If you RSVP for an event or sign up using CTR's evite notification and for some reason cannot attend—weather, mechanical problems, or whatever—please take a moment to let the event host know you will not be attending. This is especially important in cases where CTR has made a group reservation at a restaurant or other venue. Plus if we expect you and you don't show up, we don't want to delay the event waiting for you unnecessarily.

CTR You Tube Channel

CTR has its own You Tube channel where you may view BOG and CTR event videos. Here's the link: <https://www.youtube.com/channel/UCEBXsxSCRFKkbEuK5z1tE5A/playlists> Post videos on You Tube, then send the link to Christopher Yurasko (cyurasko@yahoo.com) to be included.

Britain on the Green Final Update

Britain on the Green is just around the corner; however, there are still a few key events as the clock winds down. Please help out where you can — Britain on the Green's success is a team effort!



- ◆ **BOG Stuffing Party.** This is where the registration packets are organized and the envelopes with ballots, programs, handouts, and the like are, well, stuffed. This year it will be at 6:00 PM on Wednesday, April 20th, in RJ Fortwengler's garage at 1601 North Danville Street in Arlington, Virginia. Pizza and libations will be provided.
- ◆ **BOG Setup.** This is where the field is laid out, canopies erected, and tables and chairs moved. It will be at Gunston Hall at 1:00 PM on Saturday, April 23rd, the day before BOG.
- ◆ **BOG Final Setup.** This is where all the last minute things get done on the day of the show before the show cars arrive. This will begin at 7:00 AM on April 24th at Gunston Hall.

And of course, we need your help during the show. If you can spare a couple of hours and haven't already contacted Pete Farrell, our volunteer coordinator, please do so. Pete can be reached by email at petefarrell@verizon.net. The most critical needs are for volunteers to help with registration and with show field parking.

Finally, there will be two sign in sheets at BOG: one for BOG volunteers and a regular CTR event sheet. Please take a moment to sign in on one or both as appropriate so that we can give you credit for your efforts.



Comings & Goings in the British Car Care Trade

Mark Shlien

- ◆ **British Standard Motors**, formerly Motorhead, cordially invites all car enthusiasts to their first Open House & Garage Sale on May 7th. Starting time is 10:00 a.m., with refreshments, hot dogs and hamburgers provided. You will find all sorts of car parts waiting for you along with great conversations and a few stories to be shared. British Standard Motors is located at 2811 Old Lee Highway, Fairfax, VA. Phone: 703-573-3140.
- ◆ **Triple-C Motor Accessories** has recently relocated from York, PA to Phoenix, Arizona. According to Phillip Cooke, president of Triple-C, it is "business as usual without the snow." You can reach Triple-C on their new phone number: 480-361-2529.
- ◆ **City Import, Ltd.**, located in Glen Burnie, Maryland will be having an open house this summer. According to Dennis Pye, president of City Imports, the open house will be dog and children friendly and will include a full tour of their shop including both the body shop and mechanic bays. City Imports has been a long established foreign car service main stay in Maryland for decades. Please keep your eyes on "Coming & Goings" for additional information.

Classic Car Center Swap Meet and Car Corral April 16th

The Classic Car Center in Fredericksburg, Virginia, will hold their 9th annual Swap Meet and Car Corral on Saturday, April 16th from 9:00 am to 3:00 pm. The event is free for all those who want to sell or buy cars and parts or just look around. (The only thing that isn't free is lunch from Famous Dave's Barbeque.)

The Classic Car Center is located at 3591 Lee Hill Drive (Route 756) off of Route 2 South between the Fairgrounds and Shannon Airport. For more information, call Marty Miller at 540-370-4474 or see their website www.classiccarcenter.net



Treasured Motorcar Services will hold a spring car show and open house on Saturday, April 30th, from 9:00 AM to 3:00 PM. The rain date is May 14th. Registration is from 9:00 AM until noon with awards at 1:00 PM. The event is open to all makes and models. Tours of their facility will be given. A fall event is planned for October 22nd.

Treasured Motorcar Services is located at 12340 Owings Mills Blvd, Reisterstown, MD 21136. For more, call 410-833-2329 or go to www.treasuredmotorcars.com



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Amelia Island Concours d'Elegance

Lionel Mitchell

The Amelia Island Concours d'Elegance is now in its twentieth year and has grown into a world class car show on the order of the famed Pebble Beach show. Many people think it's actually better. The master impresario, Bill Warner, brings together special cars and celebrities from around the world. Each year, the show features one or more groups of cars and one or more guests of honor. Two of the featured cars this year were the Lamborghini Miura (50th anniversary) and the Spanish-built Pegaso cars. This year's honoree was Hans-Joachim Stuck, famed BMW race car driver. His race cars were also a special feature. In addition the Concours show, there were five car auctions, cars and coffee show, new car drives and displays, and numerous special events ... and of course all the phenomenal cars everywhere: cars on the roads, cars parked on the streets, cars on the greens, cars you've never heard of much less seen ... cars, cars, cars!



Who wouldn't want to go to this show? So, when the opportunity presented itself to join RJ and Sheila on their annual Amelia trek, Nancy and I jumped at the chance. This was the seventh consecutive year that RJ and Sheila have attended the Amelia show. They definitely know their way around, and this made the experience so much better. By staying on the island, we could walk to most events and didn't have to bother with parking lots and buses. Knowing where and when events are staged prior to the actual event schedules allowed up close and personal viewing of the cars and talking to the owners and organizers. Knowing how to navigate discretely into areas reserved for the Amelia Club patrons allowed rubbing shoulders with the luminaries at the best of show presentation. These guys are pros – they own Amelia.

Car Auctions

As noted above there were five auctions at Amelia. Some are free to attend; others have admission cost; and the official Amelia auction was for bidders only with a fee. We chose to attend the Gooding auction which had a spectator fee. By arriving early, we were able to preview the cars and talked to some of the owners. I spent awhile talking to the owner of a 1962 Jaguar E-type beforehand. The tag on the Jag read "38 Special" and the auction program said the buyer of the car would also get a guitar signed by the owner, a rock musician. The owner was Jeff Carlisi, lead guitarist of the rock group 38 Special. He told me that his father had bought the car new and used it for many years as a daily driver. Jeff had it restored in the 1990s but had only driven it about 15K miles since then. That car went for \$200K. The



main draw on this auction was 18 cars from Jerry Seinfeld's collection – 16 Porsches and two VWs. Jerry came out on stage and talked for a few minutes before they auctioned his cars. His very original Beetle went for \$121K, and his VW camper went for \$99K. All of his cars but one sold. His take was over \$20M.



Lionel Mitchell, RJ Fortwengler
and one of Jerry's Porsches



There was a very low mileage (8k miles) 1976 TR6 with factory hardtop and overdrive that went for \$46K. When I got home, I raised the insurance coverage on my TR6s. A Ferrari 250 GT set the highest price at \$17M. The cars were phenomenal, mostly European but a few American and one Japanese.

In addition to the Gooding auction, we did a preview the night before of the cars for the RM Sotheby auction. This was the official auction of the show and was held in the ballroom of the Ritz-Carlton Hotel and was for bidders only. So, we went to the staging tent the night before to get a look at the cars; plus by knowing when and where the cars would be staged during the auction, we were able to watch them entering and exiting the ballroom as they were being auctioned. Once again, a phenomenal collection of cars.

New Car Drives and Displays

My first priority when we arrived was to head to the Jaguar tent to sign up to drive an F-type – no surprise there, eh? I didn't have to twist RJ's arm on that one. We drove an F-type R-S coupe, that's the one with the 550 bhp engine. It was somewhat anti-climactic because of the traffic on the street, but I did manage to kick it a little by slowing down to give some space with the car ahead and then punching it hard. We also drove the new Jag XE sedan that has just been introduced. It has the same V-6 super-charged engine as the low-end F-type. Porsche and Alfa Romeo also had cars to drive, but we didn't get around to driving any of those. Lamborghini and Maserati had new cars on display but did not offer drives. There was also a pre-production of the new Ford GT.



Nancy Mitchell reminding Lionel he already has a Jaguar and several Triumphs!

Cars and Coffee

This was your local Cars and Coffee – on steroids! Many of us would consider this a Concours show in itself. It was held on the golf course at the Ritz-Carlton, same setting as the Concours show. The number and quality of cars were outstanding. There was even a TR6 in the group – the only Triumph there. There were significant collections of Ferraris, BMWs, and Porsches and many British and Italian cars. It has become a blur in my mind because there were so many.



(Continued on Page 12)

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Amelia Island (Continued from Page 11)

Concours d'Elegance

Superlative! So many phenomenal cars (how many times have I used that word so far?). As I mentioned before, the racing BMWs of Hans-Joachim Stuck. Most of the remaining Pegasos in the world. A wonderful collection of Lamborghini Miuras. The Janis Joplin Porsche. On and on and on The awards presentation is cordoned off so that the show people can charge a hefty admission fee to watch as the award winners drive the dress circle to receive their awards – it's called the Amelia Club, which we were not members. At the end of the presentation when they present the two best of show awards, security is somewhat lax. So, it's possible to mingle with the celebrities and soak in the ambiance of the rich and famous. That was fun.



Bill Warner (center) and Peter Brock (right)

However, as you can imagine, there were throngs on people around the cars. To get a more intimate look at the cars, we went to the underground parking garage the day before able to look at



Nancy and the Janis Joplin Porsche

the cars, and in the evening we went to the golf course to watch as the owners drove their cars onto the show field. Again, knowing when and where was the key to experiencing the special moments. Seeing the Janis Joplin Porsche at the Concours on Sunday did not compare to standing all alone beside it in the parking garage in my book. As I touched this car, I thought I heard a woman sing out "My friends all drive Porsches, I must make amends." Or seeing a special display of the Lamborghini Miuras being set up for a high dollar dinner Saturday night behind the Ritz was even better than seeing them on Sunday with hundreds of people around them.



The Velocity Channel's Wayne Carini with the Pegaso Cupola once owned by Dominican Republic president Juan Trujillo

If you go

Plan ahead. Hotel, motel, condo reservations; dinner reservations; booking a flight and a car. Staying on the island is the best option. It's more expensive but less hassle. We shared a condo within walking distance to the Ritz. If you stay off the island, you will have to park at the airport and be bused to the Ritz, which I understand involves long waits. Other parking options on the island are to park on private property for a jacked-up



1938 Phantom Corsair Experimental from the Harrah Collection



fee. Homeowners are opening their properties for parking at a price. You might be able to park on the streets, but don't count on it. Parking is limited at the event sites. In any event, getting to some of the events and restaurants really necessitates a car. We shared a rental car. Reasonably priced, non-stop flights go from Reagan National to Jacksonville. We went on Jet Blue.

Cost? Budget around \$2k per couple, maybe a little more. And don't even think of not taking your significant other. It's enjoyable even for non-car fanatics.

Would I go again?

Seriously??? You're not really asking me that, are you? Oh, I get it. That was a rhetorical question. Just do it. You won't regret it.



Top: Lionel and RJ with the Best of Show Concours d'Elegance winner 1930 Rolls Royce Phantom II owned by the Nethercutt Collection

Bottom: The obligatory selfie with RJ, Lionel, Nancy, and Sheila



Above: Bob Tullius (in the background wearing a blue blazer) of Group 44 fame checks out the Best of Show Concours de Sport winner 1952 Pegaso Cupola



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EVENTS

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

- Apr 16 - Classic Car Center Swap Meet and Car Corral, Fredericksburg, VA
- Apr 16 - Clustered Spires British Car Club Cruise In, Frederick, MD
- Apr 20 - BOG Stuffing Party, Arlington, VA
- Apr 23 - BOG Set Up at Gunston Hall
- Apr 24 - Britain on the Green 2016, Gunston Hall *CTR*
- Apr 30 - Treasured Motorcar Services car show and open house, Reisterstown, MD
- May 13 - Deadline for the May issue of *The Standard*
- May 14 (New Date) - TR3A Disassembly GYHD *CTR*
- May 21 - CTR Fun Rally, MD location *CTR*
- Jun 4 - Orphan Car Tour, Crownsville, MD
- Jun 5 - The Original British Car Day, Adamstown, MD *CTR*

*** Much More to Come ***

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



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



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CTR and BOG Regalia

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

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

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

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

him if you want something completely different.

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



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

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



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Trending with CTR

News of Members in Brief



Scott Thomson hopes to have the frame-off restoration of his 1970 GT6+ completed in time for Britain on the Green on April 24th (more importantly, he hopes to have it done in time for his high school prom). The car will be finished as a Group 44 tribute. The three photos to the left are from the end of March. Since then, Scott and his father Sandy have painted the body and reinstalled the engine and transmission.



Lionel Mitchell has been busy on two of his Triumphs. He cleaned the seats and door panels from a parts car and installed them in his delft blue TR7 coupe.

And the long-term restoration of his maple TR6 is nearing completion as he turns his attention to details such as applying the British flag transfers to the rear fenders. Lionel has been adding miles to break in the engine and, like Scott Thomson, plans to show the car at Britain on the Green on April 24th.





Stephen Oertwig's collection of Triumph sedans keeps growing. This Mk 1 2000 Saloon recently followed him home from Missouri. It joins the restoration queue behind a Herald and a Sports 6.



26th Annual Orphan Car Tour Saturday, June 4th

Spend a Saturday in Anne Arundel County in your “orphan” car with a car show, driving tour and late-afternoon dinner! Come early and display your car in the “Orphan Car Showcase” that starts at 10:00 AM at the Moose Lodge, near Annapolis (see directions below). Coffee, donuts, drinks and sandwiches may be purchased from Moose volunteers during the morning. At noon you can embark on a driving tour, exploring the rural back roads of Anne Arundel County, Maryland at your own pace. Your printed directions will include a “query” on items observed along the road and at the refreshment and points-of-interest stops, including private car collections, a one-room school house and scenic spots. At 4:00 PM we gather back at the Moose Lodge for a

buffet dinner (reservations postmark by May 28). Afterward, we'll have awards for correct answers to the query, for the longest distance driven to the tour, the oldest car, and the saddest hard-luck story. During Dinner there will be a slide show featuring pictures of cars and stops on the tour. Following dinner, Door prizes will be drawn.

The Tour is open to “orphan” antique cars—vehicles at least 25 years old that were produced either by now-defunct companies or the discontinued divisions of still-existing companies. As always, the Tour will be held “rain or shine”. If it rains, bring an umbrella (and if necessary, drive a modern car). We'll still have a great time with some nice scenery. Join the fun! Bring your friends, family and camera.

Tour Notes: 9:00 – 10:00 AM: Assemble & Check-in at the parking lot of the Moose Lodge (1890 Crownsville Road, Annapolis, MD 21401); 10:00 –12: Noon: Orphan Car Showcase; 12:00 Noon: Cars are released on the Tour, over a period of 30 minutes; 4:00 PM: Dinner at the Moose Lodge

Important: Bring a navigator to read the driving directions. Reservations for the dinner must be made in advance (Postmarked by May 28th). Advance reservations for the driving tour are appreciated but not required. For information, contact John Bokszy at 443-791-1198 or email MARL6567@aol.com Check for updates at www.orphancartour.org

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

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

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines and 5-speed transmission, four TR8 alloy wheels, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

Wanted - TR250, looking for a driving car which has solid frame and floors, scruffy condition is fine. Contact Carleton at C.Brown579@btinternet.com

For Sale or take it. Hobbyist chrome plating set-up. Professional type plating, 3 tanks: Copper, Nickel, Chrome. Small parts only - 9" diameter tanks. All the chemicals for ferrous and non-ferrous metals. Plating manual and all accessory stuff included. Purchased from Caswell Inc. Lyons NY (caswellplating.com) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



Spitfire Parts for Sale. Late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts,

carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

Factory Original TR6 Hardtop for Sale. All glass is in excellent shape...no cracks, scratches, etc. Structurally very sound... has been in my shed for the last five years and has not been used in that time due to owner laziness. Can be easily repainted to match the color of your car as the roof is free of dents, scratches, etc. Liner is in decent shape but faded. Can deliver to you if you are in DC, Maryland, or Virginia. If you are interested, please call Mark at 202-415-1599 or e-mail me at tr6@comcast.net. Asking \$925.00.



For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomsotr6@gmail.com

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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: The Beatles had an early hit with “Baby You Can Drive My Car.” Which Triumph did John Lennon own?

- A. TR8
- B. Mayflower
- C. Herald
- D. Dolomite

Answer: C. Herald (beep, beep, yeah!)



Signs of the Times



Apparently, you can take it with you!

Photo credits: Pages 1, 7 top left, bottom left, and bottom right Sharon Edelstein; Page 4 left, top right, and bottom right Rob Mancuso; Pages 4 center right, 5, 6, and 7 center left and top right Art Fournier; Pages 10 through 13 Lionel Mitchell except Page 10 bottom right and page 13 top left Nancy Mitchell, and Page 11 top left and Page 13 bottom left Sheila Skipper; Page 16 left Scott Thomson; Page 16 right Lionel Mitchell; and Page 17 Stephen Oertwig



**The Capital Triumph Register
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THE STANDARD





THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXVIII, Number 5, May 2016



*A few of the many, many CTR members, family, and friends that made Britain on the Green 2016 a huge success!
With the river side of Gunston Hall as a backdrop, front row: Fran Scuderi, Bob Fox, and Matt Schipani
Second row: Pete Farrell, Karl Johnson, RJ Fortwengler, Ho Yong Oertwig, and John Buescher
Third row: Scott Thomson, JoAnne Thomson, Rob Thomson, Nancy Mitchell, Lionel Mitchell, Bruce Mundie,
Tim Shalvey, Mark Shlien, Alan Stiley, Stephen Oertwig, and Art Fournier
Back row: Steve Mumma, Patrick Carter, and Bruce Hislop*

PAGES 1 and throughout this issue - Britain on the Green 2016; PAGE 2 - From the President; CTR Happenings; PAGE 3 - CTR Spring Rally; TR3A; PAGE 9 and 17 - Trending with CTR; PAGE 9 - June British Car Shows; PAGE 12 - Byron Webb; PAGE 13 - CTR Members' Triumphs; PAGE 14 - Events; PAGE 15 - CTR Regalia; PAGE 16 - Comings & Goings; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

Volunteers, not cars, key to success of Britain on the Green

What a triumphant success Britain on the Green was this year at Gunston Hall. It was triumphant because of all the Capital Triumph Register members who put in countless hours to ensure success.

More than 200 British cars, motorcycles and military vehicles on display made for a near-record crowd, but it was the people, not cars, who were the stars of the show. The weather was perfect, as was everything about Britain on the Green.

Key to the success was the months of planning by co-chairs John Buescher and Matt Schipani and the scores of Capital Triumph Register volunteers who synchronized efforts before show day and on the show field. Tireless work by subcommittee chairs deserves praise from everyone.

Thank you to everyone who worked on subcommittees. Leading that effort were: Patrick Carter, field marshal and layout; Art Fournier, publicity; Pete Farrell, volunteer coordinator; Jennifer Hoskins, registration; Rich Smalling, treasurer; Mark Shlien, sponsorship; Tim Shalvey, balloting; Lionel Mitchell, regalia and awards; and John Buescher, program.

Welcome to Pete Farrell as CTR's Virginia events coordinator. Pete did a superhuman feat soliciting Britain on the Green volunteers. Pete joins Tom Burke, who is our Maryland events coordinator.

Hope you noticed the new "Britain on the Green Staff" shirts. We ordered the shirts from Fourth Gear Ltd., who is the Britain on the Green regalia provider.

I've been spending my own green with BOG sponsors. Much of the work on the 2000 has been done by Classic Car Solutions, who sourced carburetor parts from Joe Curto Inc. A brake caliper started to leak after the George Washington Parkway run, so I had White Post Restorations rebuild the caliper. At BOG, I learned about Kwicksilver wheel repair and dropped off three aluminum wheels with for straightening and polishing. I bought a set of brake ro-

tors from British Parts Northwest, who also supplied a brake master cylinder for the 2000. On the way home after Britain on the Green, the GT6 fell victim to electrical failure. I bought an 18 ACR alternator from British Standard Motors during its open house May 7. Like most CTR members, I have purchased parts from the vanguards of Triumph restoration: The Roadster Factor, Moss Motors and Victoria British.

Welcome to our new members, and thank you to those who have renewed their memberships. We want to give you a reason to renew. It is not enough to be a member in name only. There are other benefits as well such a technical sessions, driving events and volumes of experience to share when you need help fixing a problem.

We have our first rally in a few years on June 11. Hope to see you at CTR's Spring Rally for an enjoyable drive through Maryland.

Drive on and drive often. Keep your wheels on the ground and follow the lined road.

Please welcome CTR's newest members:

- ◆ Terry Wyllie, Fairfax, VA, who drives a 1960 TR3A
- ◆ Joe Foster and Kathleen Keightley of Clifton, VA, who drive a burgundy 1967 Austin Healey
- ◆ Ben Pontano of North Bethesda, MD, who drives a red 1963 TR4
- ◆ David and Andy Paine of Clifton, MD, who drive a white 1970 TR6
- ◆ Stephanie Westerman of Stafford, VA, who drives a green 1975 TR6

Along with these members who have recently renewed their CTR memberships:

- ◆ Bruce Mundie



CTR Happenings

Our Thoughts are with Joe and Rita Cannon

All of us in the Capital Triumph Register share our thoughts and sympathy with Joe and Rita on the passing of their daughter, Patricia Hudson on May 8 after a long battle with cancer.

Spring and Summer Events

On May 14th, Sandy Thomson held a Get Your Hands Dirty session in Trappe, Maryland, to disassemble a TR3A in preparation for restoration. Details will be in the June edition of the newsletter. As noted, the CTR Spring Rally has been rescheduled to June 11th due to weather.

British Car Week runs from May 28th through June 5th, so look for opportunities to get your British car out on the road, either for a planned event or just as an excuse to enjoy a spring day in the countryside. Perhaps we can come up with an impromptu event during Memorial Day weekend?

This year's Orphan Car Tour on June 4th will be in Anne Arundel County, Maryland and looks like a great event. The Original British Car Day will be held on Sunday, June 5th at Lilypons Water Gardens in Adamstown near Frederick, Maryland. Brits by the Bay will be held on June 26th at the Carroll County Farm Museum in Westminster, Maryland. Details are on page 9. We'd like to see a nice CTR turnout at both of these shows.

On July 10th CTR will plan to hold its annual Horse Country Gallop in Virginia's Horse Country.

The dates for The Roadster Factory Summer Party in Armagh, Pennsylvania, are August 4th through 6th. The Roadster Factory Summer Party is a great event and a fun road trip.

The MG Club's annual Test Drive event is tentatively scheduled for August 22nd at the Bull Run Park in Centerville, Virginia. This event gives you the opportunity to drive a variety of Triumphs, MGs, and other cars on a controlled course. This is a great opportunity to see how your car compares with others.

On August 28th, CTR will hold its annual Cruisin' for Crustaceans tour in Southern Maryland. A bountiful crab harvest is expected this year, so you crab pickers shouldn't be disappointed.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

CTR Spring Rally

New Date: June 11th

Art Fournier

Due to the forecast for heavy rain on May 21st, we're postponing the Spring Rally to Saturday, June 11th. Following route instructions and looking for the answers to clues isn't fun in the rain.

It's been many years since CTR has organized a road rally, so we thought we'd start off with a fairly straightforward one. On Saturday, June 11th, we'll hold a question-and-answer rally in Southern Maryland beginning in Upper Marlboro and ending near North Beach. Participants will be given a copy of the route directions and will be asked to answer questions on what they see along the way. Most of the questions will be easy, but there will be a few tougher ones to make it a bit challenging. It will not be a timed event, so there will be no reason to speed – think of it more as a self-guided tour.

A Triumph would be nice, but certainly isn't mandatory. For safety sake, we very strongly recommend you have a navigator to handle the paperwork and help you keep your head out of the cockpit and your eyes on the road. You'll need a pen to record your answers and a clipboard or something to keep your route package from blowing away. You shouldn't need GPS, but if you'd like to use it, that's okay. The intent is to have fun while enjoying some pleasant backroads in your LBC.

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

The route will end at a very casual restaurant near North Beach where you may order off the menu and relax while your results are scored.

Please respond to the evite no later than June 9th. Contact Art Fournier at 410-535-0690 or artfour-nier@comcast.net for additional information. We hope to see you there!

The 19th Annual Britain on the Green

Matt Schipani

On April 24th 2016 The Capital Triumph Register held our 19th Annual Britain on the Green (BOG) show at beautiful Gunston Hall.

The show was off to a good start before it even began thanks to the hard work of all our volunteers who participated in nearly a year's worth of planning that lasted all the way up to getting the field prep done the day before BOG.

Once again the weather was with us and it was a beautiful day for a car show and we got started with a nice breeze, perfect temperatures and lots of sunshine. Cars appeared in droves this year with the total number topping 225 cars for a record breaking attendance this year. Many of those cars were some of the fine examples we've come to expect at BOG, but plenty of them were first time BOG attendees as well which is always exciting.

This year the featured car was the Triumph GT6. I was excited to bring my own 1972 GT6 to show alongside the four other GT6s in attendance this year. It may not seem like a lot, but five GT6s in once place is something I don't think I have ever seen before. I've had my GT6 since the 1980s and had become used to being the only person with a GT6 on display at just about every event. I love British cars, but especially Triumphs, and specifically GT6s, and so it's very exciting for me to see new folks join in our hobby and spend their time and effort (and money) keeping these vehicles alive and on the road.

Besides all the wonderful cars and attendees the best thing I saw at BOG was the work of all of our tireless and wonderful BOG volunteers. Hats (red) off to you!

We've already begun planning for an exciting BOG 2017 which will be our 20th anniversary BOG. I can't wait to see what new and wonderful things we can add to what is already, in my opinion, the best British car show in the land.

See you next year!

Britain on the Green 2016 Best of Show



Scott Stroh (right), executive director of Gunston Hall, presents the Gunston Bowl to J. Michael Kelly whose 1954 Jaguar XK120 fixed head coupe was awarded best of show honors at Britain on the Green 2016. Michael's name will be inscribed on the trophy with the names of previous best of show winners. Michael has owned his Jaguar for 50 years. 2016 was his first time at Britain on the Green. The Jaguar will be featured on the Britain on the Green 2017 souvenir poster.

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Britain on the Green Results April 24, 2016



Best of Show (Gunston Bowl): 1954 Jaguar XK120 FHC, J. Michael Kelly

Best Resto-Mod: 1968 Triumph GT6, Jim Moscardini

Best Display: 1945 Daimler Scout Mk III, David Page

Best Survivor: 1950 Austin A70 Hampshire, Victor Rostow

Triumph TR2 / TR3: 1st 1962 TR3B, Paul Malandrino *; 2nd 1960 TR3A, Matthew Offen *

Triumph TR4 / TR4A: 1st 1961 TR4, Michael Ford; 2nd 1967 TR4A, Paul Billings; 3rd 1966 TR4A Stephen Hunter

Triumph TR250 / TR5: 1st 1968 TR250, Sandy and JoAnne Thomson *; 2nd 1968 TR250, Arleigh Cottrell *

Triumph TR6 (1969-1973): 1st 1973 TR6, Steve Mumma *; 2nd 1972 TR6, Pete Farrell *; 3rd 1971 TR6, Charles Wear; Honorable Mention 1973 TR6, Tim Shalvey *

Triumph TR6 (1974-1976): 1st 1975 TR6, Lionel Mitchell *; 2nd 1974 TR6, David Williams; 3rd 1976 TR6, Gregg Bachner *; Honorable Mention 1976 TR6, Robert Fox *

Triumph TR7: 1st 1976 TR7, Lionel Mitchell *; 2nd 1980 TR7 Stan Olownia *

Triumph TR8: 1st 1980 TR8, Paul Edelstein *; 2nd 1980 TR8, David Stahlman *

Triumph Spitfire: 1st 1975 Spitfire 1500, Patrick Carter *; 2nd 1967 Spitfire 4 Mk 2, Sean Cahill *; 3rd 1967 Spitfire Mk 3, Robert Mundie *

Triumph GT6: 1st 1970 GT6+, Jay Christopher *; 2nd 1967 GT6, Paul Scuderi *

Other Triumph: 1st 1949 2000 Roadster, Stephen Woodall; 2nd 1964 Sports 6, Gary Kinney

MG Early: 1st 1951 MG TD Mk II, Milton Babirak; 2nd 1949 MG YT, Philip Williams; 3rd 1955 MG TF 1500, Bill Laux; Honorable Mention 1955 MG TF 1500, James Bradley

MGA: 1st 1960 MGA, Kevin Newman; 2nd 1958 MGA, D. Kesler; 3rd 1958 MGA, John Casey; Honorable Mention 1957 MGA, Bill Marshall

MGB (to 1974): 1st 1974 MGB, Trevor Neve; 2nd 1965 MGB, James Spurgeon; 3rd 1964 MGB, Joseph Dowley; Honorable Mention 1974 MGB, Steve Boyce

MGB (1974-½ to 1981): 1st 1980 MGB, Ken Nagel; 2nd 1976 MGB, Wilson Seckman

MGB/C GT: 1st 1970 MGB/GT, James Byers; 2nd 1970 MGB/GT, Tom Johnson

Austin Healey Sprite / MG Midget: 1st 1961 Austin Healey Sprite, Robert Laughlin; 2nd 1974 MG Midget, Edgar Moss

Austin Healey 100 / 3000: 1st 1967 3000, Don Henck; 2nd 1967 3000 BJ8, Joe Foster *; 3rd 1967 3000, Don Crouse

Classic Mini: 1st 1967 Austin Mini Sprint, Larry Atkinson; 2nd 1968 Austin Mini Cooper S, Fred and Betsy True

Jaguar Saloon: 1st 1963 Mk 2, Muffi Grinnell; 2nd 1963 Mk 2 3.8 L, Sara Rosenfeld; 3rd 1967 Mk 2, WM Butler; Honorable Mention 1999 Vanden Plas S/C, William Johnston

Jaguar Sports: 1st 1953 XK120 SE, John and Alice Feser; 2nd 1954 XK120, Richard Wolfinger; 3rd 1951 XK120, Greg Snell; Honorable Mention 1958 XK150, Jack Triplett

Jaguar E-Type: 1st 1962 E Type, Chuck Stone; 2nd 1967 E Type, Mark Gordon

Lotus: 1st 1967 Elan, Tim Glahn; 2nd 1970 Europa, Brian Flynn; 3rd 2010 Elise, Rashid Hedges; Honorable Mention 1978 Esprit, Robert Scates

Morgan: 1st 1953 Morgan 4, Donald Roberts; 2nd 2005 Morgan Roadster, Marline Riehle; 3rd 2003 Morgan Plus 8, Bruce Trabb

Rolls Royce / Bentley: 1st 1952 Bentley R-Type, John Bays; 2nd 1965 Bentley S3, Brian Leimbach; 3rd 1972 Rolls Royce Silver Shadow, Brad Johnson; Honorable Mention 1964 Bentley S3, Timothy Rodriguez

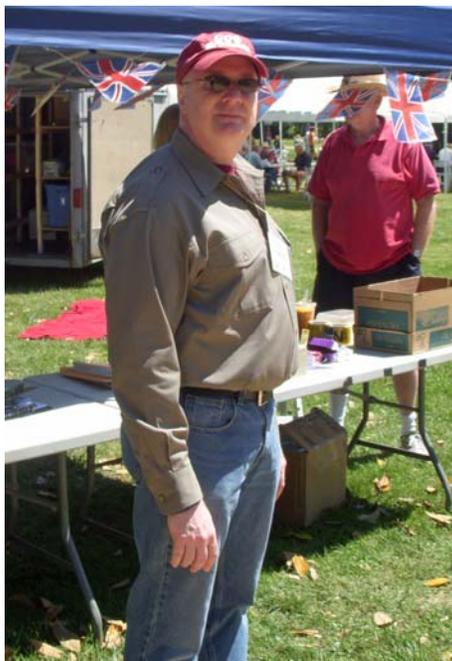
Special Interest Saloon: 1st 1967 Morris Traveller, Grant Randall; 2nd 1945 Daimler Scout Mk III, David Page

Special Interest Sports: 1st 1947 Bentley Mk VI, James Stejskal; 2nd 1973 Jensen Interceptor, Tim Waller; 3rd 1973 Jensen Interceptor, Tim Waller

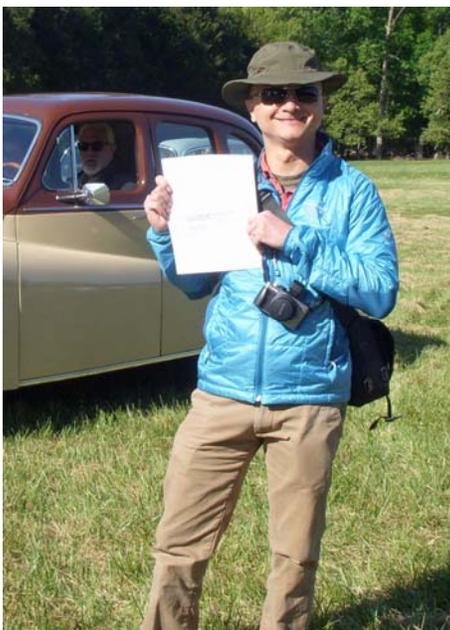
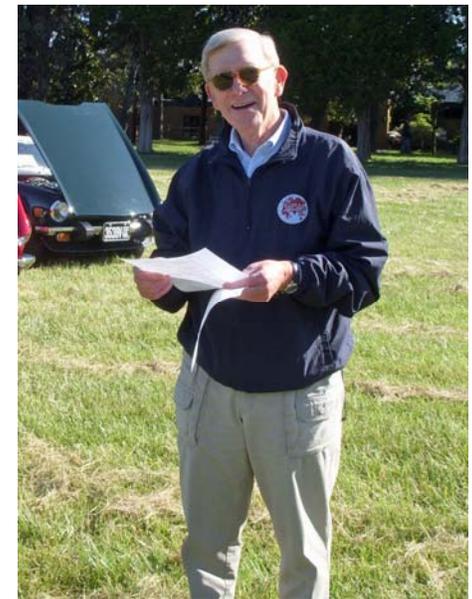
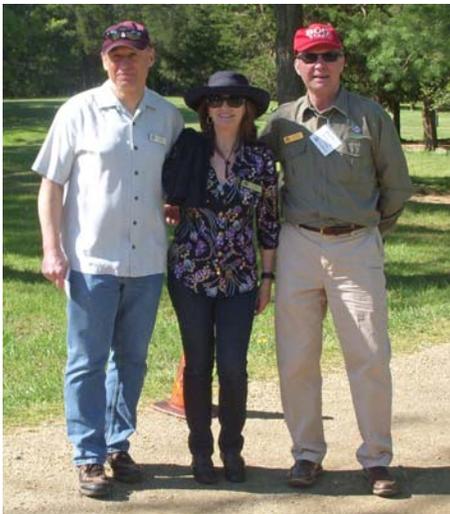
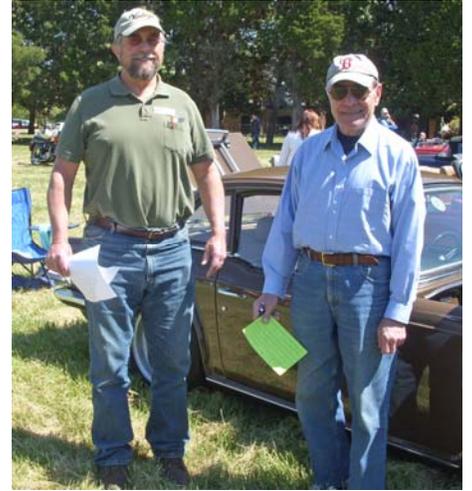
Motorcycles: 1st 1969 Triumph Bonneville, William Cahoon; 2nd 2014 Triumph Thruxton, Nathan Smith

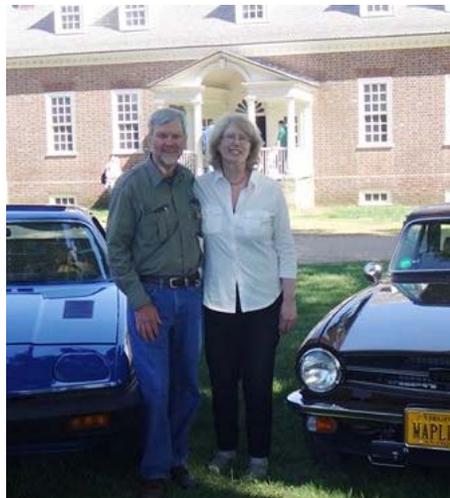
* CTR Member

As Seen at Britain on the Green 2016



On pages 6, 7, and 8 are some of the CTR crowd at BOG 2016





Trending with CTR

News of Members in Brief



Although it wasn't finished in time for BOG, Scott Thomson's Group 44 tribute GT6 was on the road by mid May and looking great!



June British Car Shows

There are two good British car show choices in our area in June: The Original British Car Day and Brits by the Bay.

The Original British Car Day, sponsored by the Chesapeake Chapter of the New England MG T Register, is the granddaddy of British car shows in this area. Many of us look back fondly at its heyday at Allen Pond Park,

but for several years the show has been held at the Lilypons Water Gardens near Adamstown, Maryland. Their 39th annual show will be held there on Sunday, June 5th. Information and registration forms may be found on their website:

http://chesapeakechaptermgclub.com/OBCD_main.htm.

Brits by the Bay, sponsored by TRiumphs Around the Chesapeake or TRAC, is not as its name implies located near the Chesapeake. Instead it's held at the Carroll County Farm Museum in Westminster, Maryland, on Sunday, June 26th. Unlike the Original British Car Day and our own Britain on the Green, cars are grouped by year of manufacture rather than by marque and there is no participants' judging. Pre-registration by May 22nd includes a T-shirt and dash plaque. Information and registration forms may be found on the TRAC website:

<http://www.tracltd.org/BBTB/BBTB.html>.

CTR hopes to have a solid presence at both these shows, which offer the opportunity to see a variety of British cars as well as chance to socialize and enjoy some country roads. And, unlike Britain on the Green, someone else is doing all the work while we enjoy the show. Come on out!



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Behind the Scenes at BOG

Preparation for Britain on the Green 2016 really began right after BOG 2015 and continued right up to this year's show. Last minute efforts included a stuffing party in RJ Fortwengler's garage on April 20th and field set up at Gunston Hall on April 23rd. The stuffing party has become a longstanding CTR tradition where the participant packets are put together assembly line style and last minute concerns are discussed over pizza and adult beverages. The field set up on the Saturday before the show is when a lot of the grunt work takes place. Canopies, signs, and cones come out of hibernation in the CTR trailer; tables and chairs come out of storage at Gunston Hall. Field layout changes from a vision on paper to measurements, marking, and class signs on the grass.

None of this could happen without CTR members who give up an evening or afternoon to make it come together. To all of you who took part: thank you!



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Previous page, top left: Bruce Mundie, Karl Johnson, Jay Christopher, Patrick Carter, Alan Stiley, JP Puckett, and RJ Fortwengler stuff participant packets
Bottom left: Alan Stiley, Pete Farrell, JP Puckett, and Bruce Mundie discuss matters of great import (and yes, that's an MG in the background)
Top right: The participant packet assembly line
Bottom right: Penny Johnson and Sheila Skipper sample salad and pizza

This page top: Bob Fox, Tom Burke, Patrick Carter, John Buescher, RJ Fortwengler, Stephen Oertwig, and Alan Stiley while they weren't busy with the field layout
Bottom: Patrick Carter, Bob Fox, and Lionel Mitchell with CTR's storage trailer at Gunston Hall

p.s., There were several others on hand who don't show up in these photos.



Byron Webb

1926 - 2016

Lionel Mitchell

Several of you went with us on our trips to Webb Motors in Roanoke, and many more of you read the articles that I wrote about the road trips in this newsletter. Byron Webb, the proprietor of Webb Motors, died in March at the age of 89. Over the course of our several visits, we came to know him very well and considered him a friend. Going to his show room was like going back in time to the heyday of our cars when they were new. His shop was the focus of the LBC community in and around Roanoke.

Byron and his brother worked with their father starting in 1946 selling British engines and motorcycles at first. By the 1950s, they were selling the newly imported LBCs that we know and love. In 1955 they moved to the location we visited and continued to sell new and used British cars as a British Leyland dealer through the era of the TR7 and TR8 cars. He continued to sell used British cars as well as operate a repair and restoration shop with some of his original employees. His shop restored some of the same cars that they sold new.

Byron had a great personal collection of British cars. His Magenta Stag was pristine with about 40,000 original miles from new. He drove that car to church every Sunday. When it was new, he drove it to Acapulco, Mexico. He also had a beautiful TR8 DHC. His daily driver was a 1977 TR7 FHC. There were always many interesting cars in the show room and out front for sale.

Byron was full of interesting stories, like riding his Triumph motorcycle down highway U.S. 11 at 100 miles per hour, or like driving overnight to Sebring, Florida many times to watch the races. He was a throwback to the era of the classic British sports car, and he will be missed.



Lionel Mitchell (right) presents Byron Webb a Capital Triumph Register certificate of appreciation during one of CTR's visits to Webb Motors in Roanoke, Virginia.

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CTR Members' Triumphs

Lionel Mitchell

When you joined CTR, you were asked to record the Triumphs you had on the application form. We have recorded your initial input in our membership database. But all things in life change from time to time, and so it is with our Triumphs. People sell cars and buy cars. At times, one might even find the good fortune of having more than one Triumph. You might ask yourself: "Well, how did I get these 14 Triumphs?!" But I digress.

I've had a goal for some time now to document the Triumphs in our club for a few reasons. Just having the counts is good input to the BOG class definition process. It could point us in the direction of particular club events. With sufficient detail, it could provide a resource for club members as well as the Triumph community on the history of the cars. I'm sure there are other reasons that you could think of.

I've taken a look at our current data, and I can see that we have not recorded anything more than your initial input. In some cases, we don't even have that. And I expect some of it is out of date. What I would like to ask you to do is to respond to a survey to provide basic information about your Triumphs. The survey will be distributed by Survey Monkey. It will come to you as an email notification, and you will provide your input through a web site. We want to include not just the road worthy cars but also the project cars. There's probably a fine line in defining project cars: one person's project is another's parts car. If you have a car with a title or a commission/VIN number and have intent to restore it, we definitely want to record the data on it. However, I can see that recording information on parts cars could be useful as well (e.g., suppose you were looking for the RH front fender for your TR6, and someone in the club just happened to have a TR6 parts car). Here are some data items that we will want to collect on your Triumphs:

- ◆ Operational State: road worthy/restoration project/parts car
- ◆ Year
- ◆ Commission/VIN Number
- ◆ Manufacture Date
- ◆ Model
- ◆ Exterior Color
- ◆ Interior Color

- ◆ Special Features (e.g., factory hardtop, Weber Carbs, etc.)
- ◆ Legacy/Interest Information (e.g., original owner, once owned by the President of a third world country, Group 44 tribute car, interior or exterior color change, etc.)

Rest assured that we will not distribute any information identifying you to anyone without your express permission. What we will do is publish statistical summaries of the data (e.g., histograms of cars by model). Look for the survey coming to your email box soon. If you do not do email, contact me or any ESB member, and we'll provide a hard copy of the survey.



CTR and BOG are on Facebook.

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EVENTS

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

- May 14** - TR3A Disassembly GYHD *CTR*
May 20-22 - Carlisle Import and Performance Nationals, Carlisle, PA
May 28-Jun 5 - British Car Week
Jun 4 - Orphan Car Tour, Crownsville, MD
Jun 4 - Cars and Motorcycles of England, Westtown, PA
Jun 5 - The Original British Car Day, Adamstown, MD *CTR*
Jun 10 - Deadline for the June issue of *The Standard*
Jun 11 (New Date) - CTR Spring Rally, Upper Marlboro, MD *CTR*
Jun 15-19 - TRA National Meet, Painesville, OH
Jun 19 - Sully Antique Auto Show, Chantilly, VA
Jun 26 - Brits by the Bay, Westminster, MD *CTR*
Jul 8 - Deadline for the July issue of *The Standard*
Jul 10 - Horse Country Gallop *CTR*
Jul 12 - CTR ESB Meeting, Arlington, VA
Aug 4-6 - The Roadster Factory Summer Party, Armagh, PA *CTR*
Aug 12 - Deadline for the August issue of *The Standard*
Aug 13 - Scouts and Cars in the Park, all makes, models, and years, Newport News, VA
Aug 22 (Tentative) - MG/TR Test Drive, Centreville, VA *CTR*
Aug 28 - Cruisin’ for Crustaceans *CTR*

*** Much More to Come ***

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

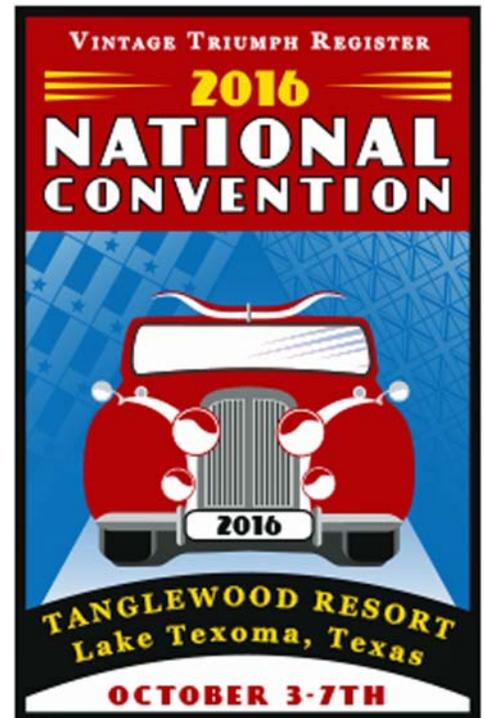


CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you’re interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the “Capital Triumph Register.” Contact Art Fournier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



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CTR and BOG Regalia

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

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

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

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

site. So, feel free to call him if you want something completely different.

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

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Comings & Goings in the British Car Care Trade

Mark Shlien

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British Miles provides high quality used parts, new parts, mechanical services and restoration. The shop pretty much offers all the services and support you can ask for and its car lot is full of interesting relics of the past including MGs, Triumphs and other assorted British vintage automobiles. You will find Tom and Elaine both eager to assist you in your requirements and given where they are and how long they have been in business...it's pretty clear British Miles provides the high quality service our community expects.



The yard and office at British Miles



BOG 2016 Best Display



David Page's 1945 Daimler Scout Mk III

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BOG 2016 Best Survivor



Victor Rostow's 1950 Austin A70 Hampshire

BOG 2016 Best Resto-Mod



Jim Moscardini's 1968 Triumph GT6

Trending with CTR News of Members in Brief



Carol Goodwin and Bruce Hislop with Britwit, one of Bill Goodwin's Heralds. Bruce and Art Fournier gave Carol a hand getting Bill's Galaxie convertible and Herald estate wagon started, but Britwit wouldn't cooperate so a CTR GYHD may be in order.



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

For Sale or take it. Hobbyist chrome plating set-up. Professional type plating, 3 tanks: Copper, Nickel, Chrome. Small parts only - 9" diameter tanks. All the chemicals for ferrous and non-ferrous metals. Plating manual and all accessory stuff included. Purchased from Caswell Inc. Lyons NY (caswellplating.com) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



Spitfire Parts for Sale. Late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts, carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomson-tr6@gmail.com

For Sale: Bicentennial 1976 Spitfire...Project; '76 Hi-Comp engine...rebuilt; body off; new floors; blasted/primed/painted frame; new rear bushings, spring, etc.; redone engine; stripped body to bare metal, repaired all, repainted; new rubber; all parts are here; too many projects, need mega bucks for TR4...; located hour south of Winchester, VA, on I-81; major work done...; \$3400/obo; contact Brian at shobud@msn.com



For Sale: This 1960 Bugeye Sprite has had one owner. It appears to be 98% rust free and it has been in dry storage in South Carolina since 1973. The Sprite's braking system has been upgraded to disc brakes in the front. It is also fitted with a front sway bar. The dashboard needs to be redone as well as carpeting. However, the seats are in excellent condition. The hydraulics will need repair and I think it should have a new wiring harness as well. Contact Tom McCurry at 843-338-2253 or tdmccurry@yahoo.com



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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: Which of these pairs of cars did not share an engine at some point in both of their production?

- A. TR250 and TR6
- B. Vitesse and GT6
- C. TR3 and TR4
- D. Stag and TR7

Answer: D. The Stag had a 3.0L V8 and the TR7 had a straight 4.



Signs of the Times



Photo credits: Page 1 Sharon Edelstein; Pages 4, 6, 7, 8 (except center), 11, 16 right, and 17 Art Fournier; Pages 8 center and 12 Lionel Mitchell; Page 9 Scott Thomson; Page 10 Stephen Oertwig; Page 16 left Mark Shlien






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THE STANDARD



THE STANDARD

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On May 14th, several CTR members got together at Sandy Thomson's shop in Trappe, Maryland, to disassemble the TR3A that was donated to CTR by Earl Hill and won in auction by Sandy Thomson. The TR3A will receive a frame off restoration. Among those participating were (left to right) Arleigh Cottrell, Lionel Mitchell, Earl Hill, Sandy, Rob and Jonathan Thomson, Andrew Stuart, Mark Shlien, and Bruce Hislop. For more, see page 4.

PAGES 1 and 4 - GYHD TR3A Disassembly; PAGE 2 - From the President; CTR Happenings; PAGE 3 - Horse Country Drive; PAGE 6 - Original British Car Day; PAGE 8 - Spring Rally; PAGE 11 - Anti-Gravity; PAGES 12 and 16 - Trending with CTR; PAGE 13 - GYHD TR6 Front Fender Replacement; PAGE 14 - Events; PAGE 15 - CTR Regalia; PAGE 17 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

Triumphs bring back the 'good old days'

Nostalgia is a powerful emotion. It provides a sense of comfort. It is more than just wishing for the "good old days." Nostalgia may be why CTR members drive Triumphs — a car not built since 1984.

Triumphs are not archaic in my book. My 2000 is fun to drive. It is registered for 1970, the year I was graduated from high school. High school seniors graduating in 2016 may have different views about our classic cars. I hadn't given much thought to modern conveniences until a teenager asked what the handles on the door did. He was talking about the window winders. Most teenagers have grown up with power windows all their lives. It is doubtful today's teens have used a key to open a car door because most cars have fobs.

My son grew up riding and driving Triumphs. He knows how to shift a manual transmission. He is among the one in six people who know how to use a clutch. Once he gave a friend a ride in the GT6, and his friend asked to turn on the air conditioner. That would be a miracle in that oven of a British coupe. We have learned to live without these modern conveniences in Triumphs. That is part of the nostalgia. When I shipped the GT6 back from Hawaii, I said to use the choke when starting from cold. The response from the agent was: "What's a choke?" The average class of 2016 graduate was born in 1998. Most students have never seen a carburetor, or know what it does.

It is not all gloom, despair and agony for the future of the Capital Triumph Register. Passion for old British cars is hereditary. An excellent example is Scott Thomson's remake of a Group 44-styled GT6. Scott's attention to detail, research of the Group 44 history and desire to have fun in a Triumph is an inspiration. Pop culture is not as exciting as the roar of a six-cylinder engine in a 2,000-pound car.

Sandy Thomson has passed on a legacy to his sons. It was amazing to see the knowledge and energy of his three sons at the recent Get Your Hands Dirty. Triumphs will be on the roads because of what we show the next generation.

Take time to teach those seniors who graduated in 2016 what driving a Triumph is all about. A little grease and oil on the hands puts smiles on their faces.

Drive on and drive often with your sons and daughters.



CTR and BOG are on Facebook.

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

Please welcome CTR's newest members:

- ◆ Ignacio Hiraldo of Washington, DC, who drives a 1970 royal blue TR6
- ◆ Jim Moscardini of Great Mills, MD, who drives a 1968 blue GT6 convertible

Along with these members who have recently renewed their CTR memberships:

- | | |
|-----------------|---------------------|
| ◆ Andrew Stuart | ◆ Ben Cheshire |
| ◆ Bill Wemhoff | ◆ Charles Van Vlack |
| ◆ Steele Lipe | ◆ Charles Morin |
| ◆ Steve Mumma | |



CTR Happenings

Summer Events

Brits by the Bay will be held on June 26th at the Carroll County Farm Museum in Westminster, Maryland. Details are on page 10. We'd like to see a nice CTR turnout at this show.

On July 9th CTR will hold its annual Horse Country Drive in Virginia's Horse Country. Note that the drive has been moved from Sunday the 10th to Saturday the 9th of July with Sunday as the rain date.

The dates for The Roadster Factory Summer Party in Armagh, Pennsylvania, are August 4th through 6th. The Roadster Factory Summer Party is a great event and a fun road trip. Charles Runyan is working on several events for the Summer Party including autocross, drag racing, a hill climb, and road tours in addition to a car show and the traditional dinner under the tent on The Roadster Factory Grounds. If you plan to attend, please sign up on the TRF website.

The MG Club's annual Test Drive event is tentatively scheduled for August 22nd at the Bull Run Park in Centerville, Virginia. This event gives you the opportunity to drive a variety of Triumphs, MGs, and other cars on a controlled course. This is a great opportunity to see how your car compares with others.

On August 28th, CTR will hold its annual Cruisin' for Crustaceans tour in Southern Maryland. A bountiful crab harvest is expected this year, so your crab pickers shouldn't be disappointed.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

CTR Car Survey

By now, those of you with email addresses should have received a request to complete a survey to list your various Triumphs. It only takes a few minutes to complete and will provide a long overdue update to our member database. Due to an oversight, the GT6 wasn't included on the list of models. If you own a GT6, please complete the survey and list the GT6 as an "Other" with specifics such as GT6+ or GT6 Mk III. If you don't have email or didn't receive the survey, contact Lionel Mitchell to provide the information. And please complete the survey by the end of June.

CTR Membership Mailing Address

If you are renewing your membership or joining CTR, please note that our membership chairman, Mark Shlien, has a new mailing address that will be in effect for the next ten weeks. His new address is shown on the membership form on page 19.

2017 CTR Calendar

Are you interested in getting a 2017 CTR calendar for your office, home, or garage? How about seeing pictures of your car on it? This year as you take pictures at CTR events, please send them to Christopher Yurasko for possible inclusion. Send your pictures to: cyurasko@yahoo.com, please indicate in the email that he has permission to use them for the calendar.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

Evite and RSVP Courtesy

If you RSVP for an event or sign up using CTR's evite notification and for some reason cannot attend—weather, mechanical problems, or whatever—please take a moment to let the event host know you will not be attending. This is especially important in cases where CTR has made a group reservation at a restaurant or other venue. Plus if we expect you and you don't show up, we

don't want to delay the event waiting for you unnecessarily.

CTR You Tube Channel

CTR has its own You Tube channel where you may view BOG and CTR event videos. Here's the link: <https://www.youtube.com/channel/UCBXSxSCRFXkbEuK5z1tE5A/playlists> Post videos on You Tube, then send the link to Christopher Yurasko (cyurasko@yahoo.com) to be included.

Horse Country Drive

New Date: July 9th

Lionel Mitchell

This year Art Fournier and I will once again lead the drive into Virginia horse country on Saturday, July 9. PLEASE NOTE THAT THE DATE WAS PREVIOUSLY LISTED AS SUNDAY, JULY 10. The drive is open to all drivers, both spirited as well as those who want a more leisurely drive. I will lead the former group; Art will lead the latter one. We will organize drivers into two groups, and we will have several pauses to reassemble all the cars. IF YOU HAVE NOT GONE ON THIS DRIVE IN PAST YEARS BECAUSE OF THE PACE, OR IF YOU DID AND DID NOT LIKE THE PACE, NOW YOU CAN ENJOY THE BEAUTIFUL SCENERY AT A MORE LEISURELY PACE.

The drive will start and end in Haymarket, VA. We'll start in mid-afternoon. The drive will last about 2.5-3 hours. We'll end up at a park in Marshall, VA for a picnic dinner – BYO. From there, drivers are free to leave or to continue back to Haymarket to Pickle Bob's for soft serve ice cream.

Like previous years, the route will start by going west on VA -55 and then go through the edge of Bull Run Mountain to the Plains. From there, we'll go through some horse farms on the back roads to Middleburg. Then, we'll make a run past the Scott Farm, site of the Hunt Country Classic car show in Frogtown, through Rectortown, and Atoka before coming into Marshall. We'll end the drive with roads which start and end in Marshall, and then stop at the park for our picnic dinner at Northern Fauquier Community Park. This is the same route as in previous years.

Here are the particulars:

- ◆ Meet in the Walmart parking lot in Haymarket on VA-55 at 3:00 PM (near I-66 & US 15)
- ◆ Depart at 3:15 PM
- ◆ Drive will be about 2.5-3 hours in duration including pauses
- ◆ End at Northern Fauquier Community Park around 6 PM for picnic dinner – BYO
- ◆ Optional stop back in Haymarket at Pickle Bobs for ice cream
- ◆ Rain date: Sunday, July 10; all other details the same

Look for an e-vite in July. If you'd like to get a detailed road -by-road list to get a preview, email me (haymarket4@verizon.net).

Get Your Hands Dirty: Disassembly of the “Earl Hill TR3A”

May 14th
Sandy Thomson

On May 14th, members of the club braved Route 50 beach traffic to attend our GYHD event in Trappe, Maryland, to disassemble and ready the TR3A for a frame off restoration. Arriving from the western shore, were Lionel Mitchell, Andrew Stuart, Bruce Hislop, Mark Shlien, Arleigh Cottrell, Steve Oertwig, Wayne Winterling, and the guest of honor, Earl Hill. Honorable mention to Rich Wilkins who made it as far as the Prime outlets and had to turn back. Also attending was the Thomson pit crew...Rob, Jonathan, and Scott.

After checking out Scott Thomson's newly restored Group 44 GT6+ clone, just put on the road that morning, we made our way to the shop to begin work. We basically broke into groups of two or three and systematically took the car apart. Every part with hardware was zip lock bagged and labelled for future reference.

The Triumph came apart amazingly well and was virtually rust free. Everyone agreed it was a great candidate for restoration.

Earl was on hand to offer stories and the history of his family's ownership since new. The TR3A had been shipped to Paris in the mid-60s while Earl and his family lived there and photographed in various places...photos that Earl has generously provided me along with detailed records and chronological history. In addition to its time in Europe, the car has been in New Mexico, Montana, and a number of years in Hawaii. The Triumph spent many years in Annandale, Virginia, where the Hills live today.



Back to the shop! Progress was steady until we broke for lunch, provided by JoAnne on our veranda. Our yellow lab made sure she got her share when she swiped Arleigh's sandwich while we took pictures!

We headed back to the shop and worked another couple of hours until it was just about ready to separate the body from frame. Some had to leave at this point, but others stayed to help install Richard Good's adjustable trailing brackets on Andrew Stuart's very nice 1973 Mimosa TR6.

More pictures and progress reports will soon be on the CTR website for those interested in this special Triumph. Thanks to all that made the trip and participated.



Left: Triumphs (and other British cars) in the Thomson's driveway in Trappe on Maryland's Eastern Shore

Above top: "Before" Arleigh Cottrell, Lionel Mitchell, Earl Hill, Sandy, Rob, and Jonathan Thomson, Andrew Stuart, Bruce Hislop, and Mark Shlien

Above: Rob Thomson looks on while Jonathan Thomson and Stephen Oertwig delve into the area under the dash



*Top: Lunch on the veranda with Lionel Mitchell, Mark Shlien, and Bruce Hislop
Center: Who wouldn't want a lift in their shop?
Bottom: Jonathan Thomson and Stephen Oertwig still at work on the dash*

*Top: Lunch on the veranda with Andrew Stuart, Sandy Thomson, and Rob Thomson
Center: A remarkably rust-free undercarriage
Bottom: "After" Lionel Mitchell, Arleigh Cottrell, Stephen Oertwig, Sandy Thomson, Bruce Hislop, Andrew Stuart, and Jonathan Thomson*

The Original British Car Day

June 5th

The weather forecast called for an 80% chance of severe thunderstorms with damaging winds and hail. So naturally, a lot of people decided to find things to do indoors rather than attend the Original British Car Day at Lilypons near Adamstown, Maryland, on June 5th. And so naturally, the only bad weather during the car show were a few sprinkles and sunshine bright enough to cause burns. Live and learn.

But a few intrepid CTR members ventured forth to take their place among the 18 Triumphs that showed up. And most were rewarded for their faith and valor with trophies. Dennis Kruse received the first place award in the late TR6 class, while Clay Brooks took second. Benjamin Cheshire picked up a third in the early TR6 class. Jim Moscardini's GT6 convertible received a second place award in the Spitfire and GT6 category. Tom and Mary Burke's TR8 earned a second place in the TR7/TR8 class. And in the always eclectic "Triumph Other" class, Stephen Oertwig's 2000 saloon received second place honors.

Congratulations to all who attended (even if you did make the rest of us look a bit wimpy)!





*Previous page bottom left: Is that a Britain on the Green plaque on Jim Moscardini's dashboard?
 Center right: Dennis Kruse (right) shows off his TR6
 Bottom right: Tom Burke accepts his prize from Laurel Tokar, Acclaim owner and daughter of OBCD organizer John Tokar
 This page top left: Stephen Oertwig with his award which was soon appropriated by Vanguard the Rat (below), Stephen's far-ranging mascot*

Above: Ben Cheshire with his Original British Car Day pewter award



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CTR Spring Rally

June 11th
Art Fournier

After a break of many years, CTR held a rally on June 11th. The event was a “question and answer” (gimmick) rally held on a route that covered 58 miles through four Southern Maryland counties (Prince George’s, Charles, Calvert, and Anne Arundel). Basically a self-guided tour, the rally began in Upper Marlboro and ended at the Chesapeake Market and Deli in Rose Haven. Most of the rally was along scenic back roads although, of necessity, there were some stretches along busier routes.

Nine teams took part: Ben and Susan Pontano in a TR4, Claudia Trine and Pete Philips in a Mini, Paul and Sharon Edelstein in a TR8 convertible, Kelly and Emily Alford in a Pontiac Solstice, Jay and Maureen Donn in a Cadillac Fleetwood (which was by far the biggest car in the event!), Jim Moscardini in a GT6 convertible, Lionel Mitchell in a TR7 coupe, Rich Bohan in a TR6, and Stephen Oertwig in a Triumph 2000 saloon.

All the teams made it to the destination with a minimum of backtracking. There were 43 questions to be answered along the route plus two bonus tie breaker questions. Kelly and Emily Alford finished first with 42 out of 43 questions answered correctly. Ben and Susan Pontano finished second with 41, while Jay and Maureen Donn came in third with 40 edging out Paul and Sharon Edelstein who correctly answered 39. Among the solo drivers, Jim Moscardini had the best score with 36 correct.

Several of the teams came from quite a distance to participate: Pete Philips and Claudia Trine drove up from Richmond, Stephen Oertwig from Fredericksburg, Kelly and Emily Alford from Stafford, and Lionel Mitchell from Haymarket, Virginia. On the Maryland side of the Potomac, Ben and Susan Pontano drove over from St. Michaels, Jim Moscardini from Great Mills, and Rich Bohan from Silver Spring. Jay and Maureen Donn had the shortest drive, coming from Owings, Maryland, only a few minutes from both the start and end points of the rally.

This was my first attempt at organizing a road rally and, fortunately, things went fairly smoothly although there were a few lessons learned to be applied to the next event of this type. My thanks to everyone for their suggestions and participation! If there’s interest, a fall rally may be in the works for later in the year.





Previous page top right: Stephen Oertwig, Pete Philips, and Claudia Trine

*Center right: Jim Moscardini with his GT6 convertible
Bottom: Stephen Oertwig with his 2000 saloon*



This page top left: Emily and Kelly Alford

Center: Ben and Susan Pontano with their TR4

Center: Rich Bohan's TR6

Bottom: Claudia Trine's Mini with Jim Moscardini's GT6 in hot pursuit

Above: Paul and Sharon Edelstein's TR8



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Brits by the Bay, sponsored by TRiumphs Around the Chesapeake or TRAC, is not as its name implies located near the Chesapeake. Instead it's held at the Carroll County Farm Museum in Westminster, Maryland, on Sunday, June 26th. Unlike our own Britain on the Green, cars are grouped by year of manufacture rather than by marque and there is no participants' judging. Information and registration forms may be found on the TRAC website: <http://www.tracld.org/BBTB/BBTB.html>.

CTR hopes to have a solid presence at the show, which offers the opportunity to see a variety of British cars as well as chance to socialize and enjoy some country roads. And, unlike Britain on the Green, someone else is doing all the work while we enjoy the show. Come on out!

43rd Sully Antique Car Show

June 19th



The 43rd Sully Antique Auto Show will be held on Father's Day, June 19th, in Chantilly, Virginia. Sponsored by the George Washington Chapter of the Ford Model A Club, the show is now open through cars up through 1991 models (1990 for foreign cars). Up to 400 cars in a wide variety of makes and vintages are expected. Registration opens at 8:00 AM and all cars must be on the field by 11:00 AM and remain there until 3:00 PM. Registration is \$15 at the gate. Spectator admission costs are \$10 for adults, \$8 for seniors, and \$6 for children ages 6 through 17. There will be music, food vendors, a flea market and car corral. Admission to Sully Plantation is included. For additional information, see their website: <http://www.gwcmocla.com/events.asp>

The Treatment and Learning Center's Inaugural Road Rally

June 25th

Join us for a "fun" car rally (a scavenger hunt on wheels) on Saturday, June 25, 2016 from 9:00am - 4:00pm at the TLC's Katherine Thomas School. You'll navigate by answering clues along some of the most beautiful back roads in Maryland.

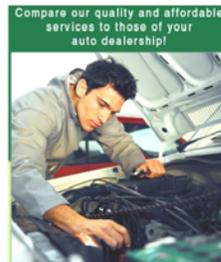
The rally begins at the TLC's Katherine Thomas School, 9975 Medical Center Drive, Rockville, Maryland 20850, with coffee and a light breakfast then proceeds along about 100 miles of scenic roads stopping occasionally at three checkpoints with fun activities before finishing at the Historic Vehicle Association (HVA) near the Montgomery County Airpark for an afternoon cookout. Any type of vehicle is welcome; so come out and support TLC

Register online at http://tlc.org/road_rally or contact Teresa Witt at 301-424-5200 ext. 155 or by email at twitt@tlc.org. The tax deductible entry Fee is \$40 with all proceeds benefitting the Treatment and Learning Centers. Trophies will be awarded in several categories.

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Anti-Gravity and Other Miracles of Triumph Cosmology

Lionel Mitchell

Cosmologists are now telling us that gravity is not a force. And since from symbolic logic the negation of a negative is a positive, that must mean that anti-gravity is a force since $\sim(\sim\text{force}) = \text{force}$. Get it?



So, what does that have to do with our Triumphs, you ask? As a force (or not a force), nothing. As a name, Antigravity is the name of a line of batteries from a company by the same name. One of the products is a micro jump-start battery. The Micro-Start is a pocket-size personal power supply that charges your electronic devices such as cell phones and tablets, but it can also jump-start your car. The new generation of batteries is based on Lithium Ion technology, which has revolutionized everything from personal devices to spacecraft.

I saw a reference to micro jump-start batteries on the 6-Pack Facebook group page about a month ago. There are several products on the market. The Microgravity brand is one of the best according to reviews I have read. It is the original micro jump-start battery and is made in the USA. It's also more expensive than other brands, some of which are made in China. Microgravity makes several models with different charging capacities. For example, the Micro-Start XP-5 product can charge any USB device and can jump-start your Triumph with 300 amps. It's the size of a smart phone and weighs 8 ounces. The kit retails for \$109.99 from Microgravity and includes USB cables, car battery cables, AC charger, and the battery.

I don't have one or have actual experience, but I plan to buy one to carry in my Triumphs. To paraphrase John Prine: blow up your charger, throw away you jumper cables, ...

Look on their web site for more information on the different products: www.antigravitybatteries.com



Lionel Mitchell in his TR7 coupe during the recent CTR Spring Rally

Trending with CTR

News of Members in Brief



Scott Thomson's Group 44 GT6 tribute car has been mentioned elsewhere in this issue. As an update, here are before and after pictures of Scott's project.



Paul Scuderi (left), Tom Burke (right), and Art Fournier attended a Clustered Spires British Car Club cruise-in in Frederick, Maryland, before heading off to Mt. Airy a chili cook-off and street festival was being held.

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Before and After Photos of Dent Repairs



Get Your Hands Dirty: TR6 Front Fender Replacement

May 28th



Lionel Mitchell (left) and Mark Shlien (right) replacing a fender on Mark's TR6

In preparation for getting the car repainted, Mark Shlien has replaced several damaged panels including the passenger door and hood. Recently, Lionel Mitchell helped Mark remove and replace the right front fender. The work was done at Lionel's garage in Haymarket, Virginia, rather than on the street by Mark's Washington, DC, home.



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EVENTS

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

- Jun 15-19** - TRA National Meet, Painesville, OH
Jun 19 - Sully Antique Auto Show, Chantilly, VA
Jun 26 - Brits by the Bay, Westminster, MD *CTR*
Jul 8 - Deadline for the July issue of *The Standard*
Jul 9 (New Date) - Horse Country Drive *CTR*
Jul 12 - CTR ESB Meeting, Arlington, VA
Aug 4-6 - The Roadster Factory Summer Party, Armagh, PA *CTR*
Aug 12 - Deadline for the August issue of *The Standard*
Aug 13 - Scouts and Cars in the Park, all makes, models, and years, Newport News, VA
Aug 22 (Tentative) - MG/TR Test Drive, Centreville, VA *CTR*
Aug 28 - Cruisin' for Crustaceans *CTR*
Sep 9 - Deadline for the September issue of *The Standard*
Sep 13 - CTR ESB Meeting, Arlington, VA
Sep 17 - Brits by the River, Delaware City, DE
Sep 17 - 41st Edgar Rohr Antique Car Show, Manassas, VA
Sep 24 - MGs on the Rocks, Rocks State Park, Street, MD
Sep 30-Oct 1 - Shenandoah Valley British Car Festival, Waynesboro, VA
Oct 9 - Hunt Country Classic, Middleburg, VA, and CTR post-show get together, Haymarket, VA *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/>

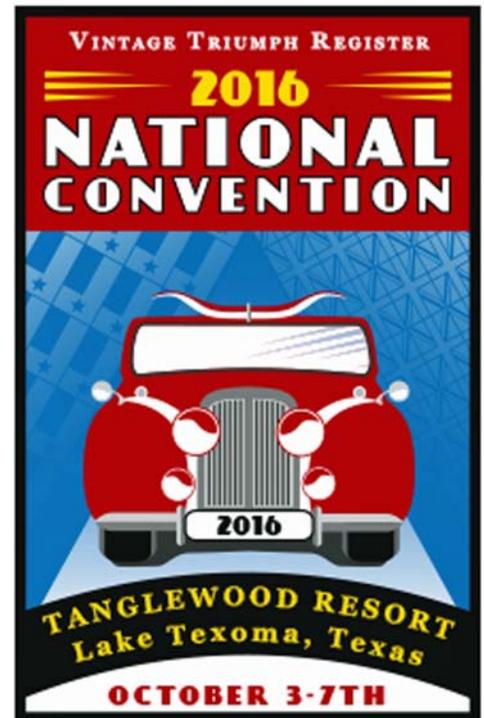


CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier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



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CTR and BOG Regalia

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

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

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

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

site. So, feel free to call him if you want something completely different.

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

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

The Vintage Triumph Register
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Howell, MI 48844

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



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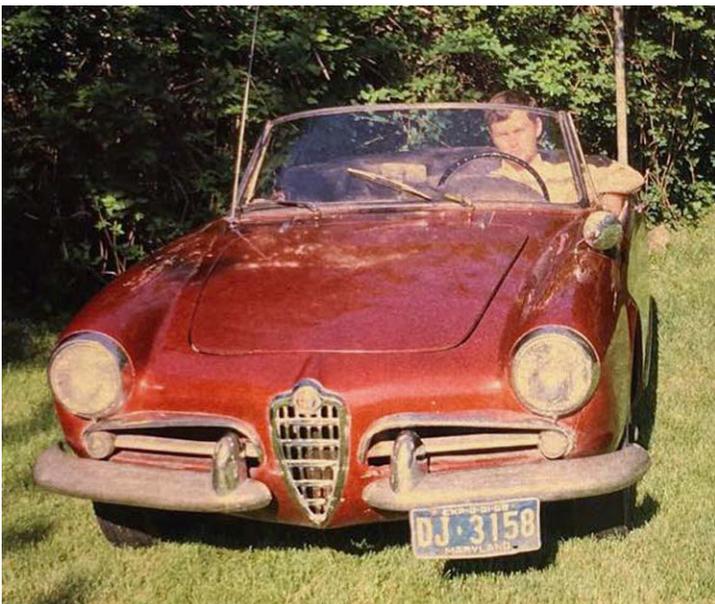
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Trending with CTR

News of Members in Brief



René Burcksen (left) and Tom Burke (right) with a recent automotive acquisition, a 1974 Alfa Romeo GTV Veloce 2000 Iniezione that Tom insists is actually his son Thomas' project. However, Thomas lives on the west coast while Tom and the Alfa are here on the east coast. What makes it even more suspicious is this 1966 photo of Tom in his 1960 Alfa Romeo Giulietta Normale. Once an Alfista, always an Alfista?



Lionel Mitchell (left) and RJ Fortwengler (right) were among the CTR members who attended an open house at British Standard Motors in Fairfax, Virginia, on May 7th. Here they're seen discussing a 1968 TR250 for sale that was described as rough, but a candidate for restoration due to its relative scarcity,

British Standard Motors recently took over operation of Motorhead, Ltd., at 2811 Old Lee Highway in Fairfax.

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The brakes on Art Fournier's TR7 had developed an intermittent squeal. On inspection, the pads were found to be in good shape; however, the passenger side pad tensioner was found to be broken with a section missing (right). A replacement tensioner and an application of anti-squeal spray to the back of the pads and the annoying sound was gone. The tensioners are one of those inexpensive parts that get reused over and over, but which can't stand up to 36 years of use.

CLASSIFIED

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

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

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



Spitfire Parts for Sale. Late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts, carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomsotr6@gmail.com





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(Continued on Page 18)

Classifieds (Continued from Page 17)

For Sale: Bicentennial 1976 Spitfire...Project; '76 Hi-Comp engine...rebuilt; body off; new floors; blasted/primed/painted frame; new rear bushings, spring, etc.; redone engine; stripped body to bare metal, repaired all, repainted; new rubber; all parts are here; too many projects, need mega bucks for TR4...; located hour south of Winchester, VA, on I-81; major work done...; \$3400/obo; contact Brian at shobud@msn.com



For sale: 1971 TR6. British Racing Green. Asking \$10,000 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



For sale: 1971 TR6. Original owner of a TR6 in good condition. Replaced Stromberg carbs with Webers. Dupont Flex Rippon used. Includes black tonneau cover, after market hardtop, all fenders replaced with factory parts. All reasonable offers considered. Call 202-210-4489.



For sale: Breathing Air Pump. Painting with automobile clear coat is hazardous, the vapors never leave your lungs. Gauze masks are inadequate, OK for base paints. This is an air pump to supply fresh air from a safe distance, 50 feet. I bought it from a body shop several years ago. I paid \$350.00; I'm asking \$300.00 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What was the first production sports car to feature disc brakes?

- A. Jaguar XKE
- B. Triumph TR3
- C. Austin Healey Sprite MK3
- D. Sunbeam Tiger

Answer: B. According to Richard Lentiniello in the April 2011 edition of Hemmings Sports & Exotics, the TR3 reigns supreme!



Signs of the Times



Most of us old enough to own LBCs should get this immediately

Photo credits: Page 1 Scott Thomson; Pages 4 and 5 Scott Thomson and Lionel Mitchell; Page 6 top left Mary Burke; all others Steven Oertwig; Pages 7, 9, 11, and 16 right Stephen Oertwig; Pages 8 and 12 right Art Fournier; Page 12 left Scott Thomson; Page 13 Mark Shlien; Page 16 left Tom Burke








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THE STANDARD



THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXVIII, Number 7, July 2016



*CTR Triumphs in Middleburg, Virginia, at the first rest stop during the Horse Country Drive on July 9th.
This annual drive covers some of the finest roads in Northern Virginia's scenic Horse Country
with cars divided into two groups: spirited and leisurely.*

For more on the Horse Country Drive, turn to page 6.

**PAGES 1 and 6 - Horse Country Drive; PAGE 2 - From the President; CTR Happenings;
PAGE 3 - From the Editor; TRF Summer Party; PAGE 4 - MG Test Drive; Cruisin' for
Crustaceans; PAGE 5 - Brits by the Bay; PAGE 8 - Garage Spot: Wheel Upgrades;
PAGES 9 and 12 - Trending with CTR; PAGE 10 - Events; PAGE 11 - CTR Regalia;
PAGE 13 - Classified; PAGE 15 - Club Info; PAGE 16 - Odds and Ends**



From the President

By Stephen Oertwig

Events with CTR members provide cracking good time

It has been a cracking good time with Capital Triumph Register members lately.

I was chuffed to see so many CTR members at Brits by the Bay June 26. This show, sponsored by Triumphs Around the Chesapeake members, is a long drive, but was well worth it. It is great to support a local Triumph chapter. We were well made up with the lovely weather that brought a variety of old and new British cars. Brits by the Bay classes cars by year rather than by marque and model, so CTR members had cars all over the field. Luckily the show field was compact and allowed a good look at all Triumphs displayed with competing British models.

No one from CTR won show awards, but almost everyone went home with door prizes. People could choose between pint glasses, detailing kits or fire extinguishers. TRAC is to be commended for making everyone feel like a winner and not going home empty handed.

Clayton Brooks did win a sponsor-donated gift certificate from TRAC. He thought I had pulled strings to reward him twice over. Clayton won second place with his early TR6 at the Original British Car Day at Lily Pons. He left early so I collected his plate and mailed it to him. He said he has never won anything at shows. This was his first trophy with the TR6, and he was doubly surprised to receive a gift voucher.

Clayton made Brits on the Bay feel like a family event. It was like being with family to talk with him and all the CTR members. Seeing CTR members is the best part of every event. Clayton's son, Clayton Brooks III, also drove up to Westminster, Maryland, for the show. It is great when our passion for Triumphs extends to the entire family.

We also had a cracking good time at the annual Horse Country Drive. That too was an event for everyone. The weather was perfect and seeing the farmland of America is inspiring. The best part of the gallop through the country was no one broke down on the route. We're looking at having more driving events and welcome your input.

If you are interested in a long-distance driving event, register for the Vintage Triumph Register 2016 national convention October 3 through October 7 in Pottsboro, Texas. It is only about 1,300 miles from Washington, D.C., to VTR 2016. Are any CTR members attending this year? I will have to skip this year but plan to be at the 2017 convention. Learn more about the fun in Texas at vtr2016.org.

VTR also is looking for photos of members with their Triumphs for an updated member brochure that gets distributed by

chapters at car shows and other Triumph enthusiast events. VTR wants fresh images of your Triumph and photos of people enjoying their cars too. CTR has lots of great cars so this is our chance to show CTR members on a national level. Email your photos to Blake Discher (bdischer@vtr.org) with this statement: "I give VTR permission to use these photographs in any VTR publication or website." A deadline was not given, but the quicker you send Blake photos the better the odds of getting your car in the member brochure. There are not any details on the VTR Facebook page.

My understanding of British vocabulary is improving by watching Mike Brewer and Edd China, stars of Wheeler Dealers, on the Velocity Channel. Mike is the colorful chap that buys the cars and gives them to Edd, the master mechanic, to perform miracles.

What makes Wheeler Dealers so great so is that Mike and Edd show practical information that most Triumph owners can use. They try to get the most out of cars on a limited budget and show solutions for many problems we face. Edd overhauled and tuned SU carburetors on a Volvo PV544 in a recent episode. Carburetor work is something we all have to do to keep our Triumphs running, so this was good advice.

You can find enough episodes of Wheeler Dealers on the web that will entertain for hours. Mike and Edd provide cracking good entertainment.

Tara. Drive on and drive often.

Please welcome CTR's newest members:

- ◆ Russell and Christine Keeton of Chantilly, Virginia

Along with these members who have recently renewed their CTR memberships:

- ◆ Robert Fabie
- ◆ Dennis Kruse
- ◆ Douglas Carberry
- ◆ Patrick Tolan
- ◆ Kathleen Malling



CTR Happenings

Summer Events

August is a busy month. The Roadster Factory Summer Party in Armagh, Pennsylvania, will be August 4th through 6th. The MG Club's annual Test Drive event is scheduled for Saturday, August 20th at the Bull Run Park in Centreville, Virginia. This event gives you the opportunity to drive a variety of Triumphs, MGs, and other cars on a controlled course. This is a great opportunity to see how your car compares with others. On Sunday, August 28th, CTR will hold its annual Cruisin' for Crustaceans tour in Southern Maryland. A bountiful crab harvest is

underway this year, so prices are down and you crab pickers shouldn't be disappointed.

We are looking at the possibility of a Fall Rally similar in format to our recent Spring Rally. And, of course, the Hunt Country Classic will be coming up on October 9th. In addition to being a great British car show, it's also ties to one of CTR's largest events, the post show get together in Haymarket.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

CTR Car Survey

By now, those of you with email addresses should have completed a survey to list your various Triumphs. If you haven't, get it done! It only takes a few minutes to complete. If you don't have email or didn't receive the survey, contact Lionel Mitchell to provide the information.

CTR Membership Mailing Address

If you are renewing your membership or joining CTR, please note that our membership chairman, Mark Shlien, has a new mailing address that will be in effect for the next several weeks. His new address is shown on the membership form on page 15.



From the Editor

By Art Fournier

CTR needs your help with the newsletter. Tech and event articles, photos, and items of interest to the membership are needed for the newsletter. Do you have a tech tip or better way of doing something on your car? Have you found a tool that makes a job easier or faster? Did you attend a club or car event that you enjoyed? Did you capture a photograph of an interesting moment? Have you been to an out-of-the-way car museum or event? Are you willing to be interviewed about your Triumph experiences? If your answer to any of these is yes, please contact the newsletter editor to share it with your friends in CTR. While digital format is preferred, any format will do. Original documents will be returned to you.

Likewise, if you have an idea for an event, whether it is something brand new or something the club did way-back-when that you particularly enjoyed, share your thoughts it with one of the CTR events directors or other ESB members.

I have been CTR's newsletter editor for nearly 17 years and, frankly, I'm running out of ideas and need some fresh, new, innovative, you-name-it suggestions to bring these pages to life. So please put on your thinking caps, overcome inertia, and contribute!

The Roadster Factory Summer Party

August 4th-6th

Attending The Roadster Factory Summer Party used to be a CTR tradition, but somehow fewer and fewer CTR members have made their way through the mountains to Armagh in western Pennsylvania's Indiana County for this multi-day event. And apparently CTR wasn't the only culprit – attendance declined and TRF owner Charles Runyan didn't hold a Summer Party in 2015. But the Summer Party is back in 2016 and will be held August 4th through 6th with an "Alpine Rallye" theme. The schedule hasn't been set in concrete yet, but Charles is considering a wide range of activities to keep you (and your car) occupied: hill climb, drag racing, mountain tour, tulip rally (whatever that is), car show, dinner under a tent on The Roadster Factory grounds, and evening bonfires to name events that have been discussed so far.

The deadline has passed for early reservations, but it's still not too late to sign up. Go to the TRF homepage or to <https://gar.zeni.net/trf/SPform.php> to register. The cost to register a car and driver is \$119 and a second adult may be registered for \$100. You get the traditional tee shirt and a magnetic rally plate along with the opportunity to participate in a raft of events while enjoying a summer mountain get away.



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Test Drive 2016

August 20th

Charlie Scott

MG Car Club Washington DC Centre

The MG Club's annual Test Drive event is scheduled for August 20, 2016, from 09:00 to 12:00 in the Special Events Center (SEC) area of Bull Run Regional Park, a property of the Northern Virginia Regional Park Authority, in Centreville, VA.

This is your opportunity to drive other British cars exactly like, similar to, and very different from your own, and quite possible cars that aren't even British. Your opportunity is only limited by your attendance and whoever else attends ... Oh, and what cars they drive. We've invited our friends in the Capital Triumph Register to join us again this year so your choice of cars could include a Spitfire, TR6, TR7 (or whatever else the TR folks bring with them), in addition to a MGA, Midget, T-series, or just another version of a MGB (the most commonly owned car in our Club). In previous years we've had members bring other types of cars such as a Factory Five Cobra, Jaguar XJ8, and Porsche 911.

The way this works is I'll make a couple of brief opening remarks to welcome everyone and explain how little structure there is to this event and then we'll ask everyone to introduce themselves and their cars and then pair up for a little reciprocal driving (i.e., you drive mine, I drive yours). I'm certain the car I'll bring this year is my '74 Midget, unless I do something silly and then it will be a 2014 Prius (yeah, no fun). With my Midget, I'll hand you the keys and tell you to pretend that 2nd gear is NON-synchro when downshifting, otherwise to enjoy the ride.

We've reserved the special events sections of the Park where we have about a mile and a half out and back, and other than the occasional non-British car we pretty much have the road to ourselves. The Park told us there might be a little more traffic on the road this year as someone will be setting up "in" the SEC for their event the next day. There is a **speed limit** of 25 mph that is **highlighted** in our contract with the park, 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 (like someone in law enforcement) because we told the park that ALL of the cars will be legally licensed and registered (hence insured) to drive on public roads.



To get to Bull Run take exit 52 off 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 either contact Lionel Mitchell or contact me at seescott@cox.net or 703-863-8707, and at that number the day of the event. Look forward to seeing you there!

23rd Annual CTR Cruisin' for Crustaceans August 28th

Please join us on Sunday, August 28th, for CTR's 23rd annual Cruisin' for Crustaceans tour. This year we'll travel over country roads to Captain Billy's Crab House on Pope's Creek in Newburg, Maryland.



Captain Billy's is located by the Potomac River in southern Charles County. Steamed crabs are currently in good supply and will (hopefully) be available for those who enjoy the Maryland summer tradition of picking crabs. Prices vary with availability, but were running \$35 per dozen in mid-July. We will be sitting inside -- there is something to be said for air conditioning in August! Separate checks have been arranged.

We will use the same rendezvous point that we've used for several years: the Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. (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, coffee, and donuts should abound!)

Our route this year will cover just under 50 miles and will take about an hour and twenty minutes to run. We'll meet around 10:00 and get on the road no later than 10:30. Please let Art Fournier -- artfournier@comcast.net or 410-535-0690 -- know if you'll be attending no later than August 25th in order to give the restaurant a headcount. Look for an evite as we get closer. We hope to see you at what is one of CTR's most long-standing and best-attended annual events!



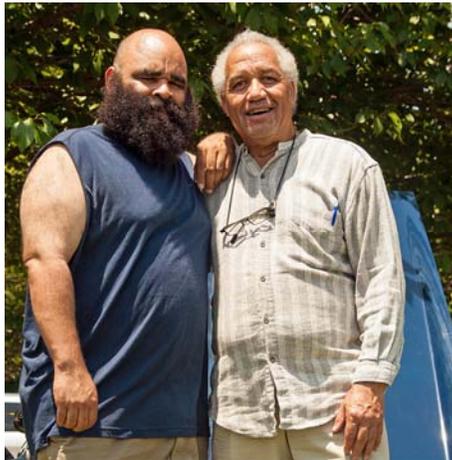
CTR and BOG are on Facebook.

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

Brits by the Bay

June 26th

As most of you know, Brits by the Bay is no longer held near the Bay. Instead, it is held far inland at the Carroll County Farm Museum in Westminster, Maryland. Westminster is quite a long drive for most CTR members, but several made their way there to attend this annual summer show. Representing CTR were Clayton Brooks, Art Fournier, Bruce Metcalf, Jim Moscardini, and Stephen and Ho Yong Oertwig. Cars at Brits by the Bay are grouped by year, so you find yourself in an eclectic mix of marques, which gives you the opportunity to meet a wider variety of drivers than you would in a more traditionally arranged show. This year, Brits by the Bay began popular voting and awarded prizes within the various year groups. They also award excellent door prizes throughout the day with most attendees taking home a nice prize such as a fire extinguisher, car care kit, or set of beer glasses. Clay Brooks even found himself the unexpected recipient of a gift certificate from the Little British Car Company. Westminster is not far from the Pennsylvania border, so you see an interesting selection of cars that usually don't make it down to DC area shows. All in all, Brits by the Bay is a great way to spend a summer Sunday.



Top left: Clayton Brooks III with his father Clayton Brooks make it a family day with Clay's TR6

Bottom left: Art Fournier with his TR7

Above: Bruce Metcalf and his TR4A IRS

Top right: Stephen and Ho Yong Oertwig enjoy the shade

Middle right: Jim Moscardini and Stephen Oertwig with their GT6 convertible and 2000 saloon

Bottom right: Jim Moscardini's friend Barb Grey with Jim's GT6

Horse Country Drive

July 9th

Each July, Lionel Mitchell leads a spirited drive through Northern Virginia's horse country, home to some of the finest back roads in the region. Miles of challenging, shaded roads are lined with stone and rail fences and offer occasional scenic vistas with glimpses of the Shenandoah mountains to the west. As has become the custom, cars are divided into two groups. The first, led by Lionel, is for those who want a truly spirited and challenging drive. The second, led by Art Fournier, proceeds at a somewhat more sedate pace. (And has also become the custom, "Wrong Way" Fournier made a wrong turn and led his group off the planned route and down a gravel road. Maybe next year he'll get it right!)

After beginning in Haymarket, the route includes two brief rest stops, one by the National Sporting Library in Middleburg and one at an old country store in Delaplane. The drive ends at the Northern Fauquier Community Park near Marshall where a pavilion provides a spot for a BYO picnic dinner.

This year the tour group included Ben Cheshire, Jay and Maureen Donn, Art Fournier, Bob Fox, Bruce and Loretta Metcalf, Lionel Mitchell, Jim Moscardini and Barb Grey, Stephen and Ho Yong Oertwig, David and Mary Ellen Stahlman, and Jonathan Thomson. Despite the heat, all the cars made it with no issues, which was a marked improvement over 2015 when we had a variety of mechanical problems.

Thanks to Lionel Mitchell for organizing this annual event. If you couldn't make it this year, plan on joining us in 2017 for our next Horse Country Drive!



Above: Lionel Mitchell conducts a drivers' meeting prior to setting out from Haymarket



*Top: Lionel Mitchell, Jonathan Thomson, and Bob Fox relax while waiting for the sedate group to arrive in Middleburg
Center: Triumphs crossing a one-lane bridge
Bottom: David Stahlman, Bruce Metcalf, and Lionel Mitchell check out the carburetor in David's TR8*



Top: Mary Ellen Stahlman, Lotetta Metcalf, and Ho Yong Oertwig at the Middleburg rest stop
 Bottom: Jim Moscardini, Barb Grey, and Ben Cheshire during the stop in Delaplane



Above: Jonathan Thomson and Stephen Oertwig in beautiful downtown Delaplane during the second of two rest stops during the Horse Country Drive

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Upgrading Wheels

Stephen Oertwig

Upgrading wheels is an easy way to change appearance and handling

Tires are one of the costliest maintenance expenses and one of the most important safety factors of driving. With the limited driving that most Triumph drivers do annually, tires usually are replaced not because of excess wear but because they are too old.

Safety experts advise not to drive on tires more than 10 years old. Some advocate replacing tires every five years. Spitfire, GT6 and Wedge owners faced with tire replacement are finding 13-inch tires harder to find to and often more expensive than larger tires.

Triumph was very cost conscious after British Leyland took ownership. Early Triumphs through the TR2-6 series used 15-inch wheels. Herald-based cars and TR7s and TR8s used 13-inch wheels. Smaller wheels limited the size of brakes that could be used and inhibited performance. If any car begged for larger wheels, it was the TR8. A V8 stuffed into a car with 13-inch wheels is an oxymoron.

Originality is an important factor for Triumphs in concours judging. People with wire wheels rarely change to regular rims because of all the work involved. For those who want a different look, new wheels are the quickest way to change appearances and often handling. Sometimes wheels have to be changed for safety

reasons. All four of the original steel wheels on my GT6 were bent. It was easy to change to Minilite lookalikes. Handling improved dramatically with new wheels.

Custom wheel companies carved out diverse choices early in automobile history. Many period wheels for Triumphs still can be found as can new wheels replicating old style wheels. It is doubtful Triumph owners will opt to ride around on 34s, but it is easy to replace the stock size wheels Triumph used.

One reason for changing rim size is tire availability. When it came time to replace the 10-year-old tires on my 2000, it was found 14-inch tire options broader than stock 13-inch tires. Stags used 14-inch rims as well as 2500s. Because the 2000 has the same bolt pattern as the TRs and Stags, it was easy to find 14-inch wheels that fit other cars.

I liked the look of wire wheels but wanted something easier to maintain. I was able to find a set of 14-inch Appliance Wire-Mag wheels that were used on Datsun 510s to create the 1970s period look. The wheels were made in 1975 in Japan. To maintain the same tire diameter, 70s series tires were ordered. Fitting lower profile tires on larger rims is common to maintain speedometer accuracy.

The wheels were scruffy but could be restored with lots of cleaning and polishing. It was advised to start with 200-grit wet-dry emery paper, working up to 1500-grit. Then the wheels need to be treated to rouge polishing with different compounds. Estimated time per wheel was 15 hours. I managed to polish one wheel to some degree.

At this year's Britain on the Green, I found the solution to the time consuming problem of polishing five wheels. Kwicksilver of Virginia was a patron sponsor at BOG and had a display at BOG. Kwicksilver is in Stafford County about five miles from my house. (For information about Kwicksilver, see the advertisement below.)



Aftermarket Appliance Wire Mag rims made in 1975 suffered from curb rash and gouges. The finish was dull instead of the desired mirror finish.



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Stephen Oertwig polishes recently refurbished 14-inch wheels that replaced the stock 13-inch wheels on the 2000

Alloy wheels do bend. Ask anyone who has 40-series tires after hitting a foot-deep pothole. Luckily, Kwicksilver specializes in straightening wheels. When I bought the wheels for \$25 each, there was no way to judge how true they were. It turned out that four of the five wheels were bent or had been bent after six months of driving.

Straightening alloy wheels is more complicated than hammering out a steel wheel as was done in the old days. Specialized equipment restores shaping in combination with heat. The correct tools also made short work of polishing and cleaning the faux wire spokes.

It was well worth the cost of \$870 to straighten four wheels and polish all five. The polished alloy sets off the elegance of the 2000 saloon and the ride and handling are better.

Vintage alloy wheels demand more care than standard steel wheels or modern wheels that have protective coating. Harsh cleaners cannot be used and brake dust needs to be removed frequently. After washing the wheels, it is important to remove water to prevent spotting. The finish step in maintenance is to clean with an alloy cleaner and polish with a microfiber towel.

Upgrading the looks of a Triumph with new wheels and better performing tires is a simple fix that can be reversed in case there is a need to return to original specifications.

Trending with CTR

News of Members in Brief



Tom Burke has been hard at work turning the building his grandfather built as a garage and which is father converted into a shed back into a garage to house his son Thomas' Alfa Romeo GTV Veloce 2000 while it undergoes the first stages of a restoration.

Here Thomas and Mary Burke admire Tom's handiwork.

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Before and After Photos of Dent Repairs



EVENTS

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

- Aug 4-6** - The Roadster Factory Summer Party, Armagh, PA *CTR*
Aug 12 - Deadline for the August issue of *The Standard*
Aug 13 - Scouts and Cars in the Park, all makes, models, and years, Newport News, VA
Aug 16 - CTR ESB Meeting, Arlington, VA
Aug 20 - MG/TR Test Drive, Centreville, VA *CTR*
Aug 28 - Cruisin’ for Crustaceans *CTR*
Sep 9 - Deadline for the September issue of *The Standard*
Sep 13 - CTR ESB Meeting, Arlington, VA
Sep 17 - Brits by the River, Delaware City, DE
Sep 17 - 41st Edgar Rohr Antique Car Show, Manassas, VA
Sep 24 - MGs on the Rocks, Rocks State Park, Street, MD
Sep 30-Oct 1 - Shenandoah Valley British Car Festival, Waynesboro, VA
Oct 3-7 - VTR National Convention, Lake Texoma, TX, *CTR*
Oct 9 - Hunt Country Classic, Middleburg, VA, and CTR post-show get together, Haymarket, VA *CTR*
Oct 14 - Deadline for the October issue of *The Standard*
Oct 14-16 - American British Reliability Run, West Chester, PA, contact [Bob DeLucia](#) of Delaware Valley Triumphs
Oct 22 - Treasured Motorcars Car Show and Open House, Reisterstown, MD
Oct 30 - Fall Foliage Tour *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/>

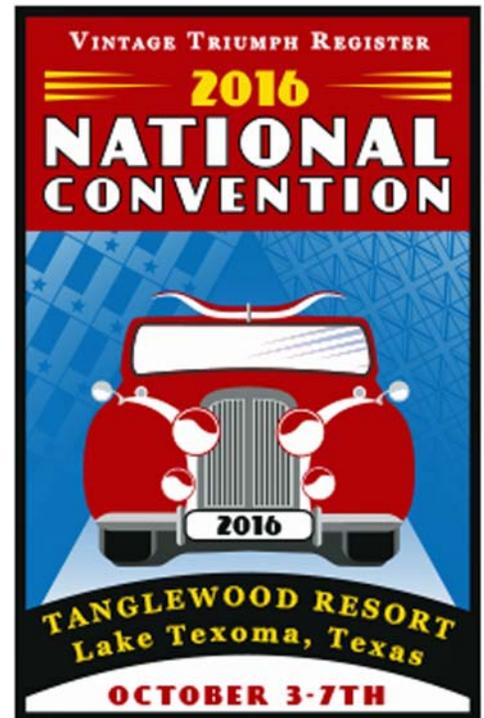


CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you’re interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the “Capital Triumph Register.” Contact Art Fournier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



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CTR and BOG Regalia

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

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

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

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

site. So, feel free to call him if you want something completely different.

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

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



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Trending with CTR

News of Members in Brief



Above: CTR long time (and long distance) member Dennis Eckhout took advantage of a business trip east from Oklahoma City to check out Lionel Mitchell's maple TR6 restoration on July 10th.



Above: MaryLou, Bill Jordan's TR3A, and the first place trophy won at a Cruise In in Strasburg, Virginia, in early July. Fitting recognition for beautiful car!



Below left: Lionel Mitchell (top) and RJ Fortwengler (bottom) had the opportunity to test drive an Audi A8 and an Audi TT on June 18th. Unlike your average test drive, they were allowed to open the cars up and explore their capabilities!



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CLASSIFIED

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

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

Spitfire Parts for Sale. Late model Spitfire windshield \$50, 4-speed transmission \$25, 1500 engine (condition unknown) \$40, rear axles \$20 each, pumpkin \$30, cylinder heads \$25 each, radiator \$30, numerous late model Spitfire gauges, interior parts, carpets, suspension components, and carbs (Z-S only). If you need a part for a 1500 Spitfire, it's probably here somewhere. All priced to sell. Contact Tom Burke 703-354-1361

For Sale. Four TR7 steel wheels \$80.00 (sold as set only). Contact Tom Burke 703-354-1361

For Sale. Really good condition TR4 solid axle rolling frame \$400.00. Also, TR7 engines, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomsotr6@gmail.com

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



For Sale: Bicentennial 1976 Spitfire...Project; '76 Hi-Comp engine...rebuilt; body off; new floors; blasted/primed/painted frame; new rear bushings, spring, etc.; redone engine; stripped body to bare metal, repaired all, repainted; new rubber; all parts are here; too many projects, need mega bucks for TR4...; located hour south of Winchester, VA, on I-81; major work done...; \$3400/obo; contact Brian at shobud@msn.com



(Continued on Page 18)

Classifieds (Continued from Page 17)

For sale: Breathing Air Pump. Painting with automobile clear coat is hazardous, the vapors never leave your lungs. Gauze masks are inadequate, OK for base paints. This is an air pump to supply fresh air from a safe distance, 50 feet. I bought it from a body shop several years ago. I paid \$350.00; I'm asking \$300.00 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



For sale: 1971 TR6. Original owner of a TR6 in good condition. Replaced Stromberg carbs with Webers. Dupont Flex Rippon used. Includes black tonneau cover, after market hardtop, all fenders replaced with factory parts. All reasonable offers considered. Call 202-210-4489.



For sale 1958 TR3A. Needs a good home. The car is in pretty good condition. My daughter drove it during her wedding in 2008, and I drive it locally often. It has been garage kept, and was recently serviced by Mercer and Woodson Auto in Richmond. Runs very good. Needs a bit of cosmetic work, but is an attractive ride as is. Could use some chrome and paint sometime soon. Interior has a few holes and a tear in the back seat. Although, who could sit back there I don't know. Car is located 20 miles west of Richmond, Va. The asking price is \$12,900 or best offer. Respond with any questions. Contact George Groome at GCG6823@hotmail.com

For sale: 1971 TR6. British Racing Green. Asking \$10,000 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What does MG stand for:

- A. Quality and Reliability
- B. Morris Garages
- C. More Grease!
- D. Motorized Gears

Answer: B. Morris Garages, named for William Richard Morris, 1st Viscount Nuffield GBE, CH, FRS who started a motorcycle company in 1901 that eventually produced MGs.



Signs of the Times



Photo credits: Page 1 Art Fournier; Page 4 Charlie Scott; Page 5 center and left Stephen Oertwig, right top and center Art Fournier, bottom right Jim Moscardini; Page 6 center right Stephen Oertwig, remainder Art Fournier; Page 7 center and bottom left Stephen Oertwig, remainder Art Fournier; Page 8 and Page 9 left Stephen Oertwig; Page 9 right Tom Burke; Page 12 left Lionel Mitchell, right Bill Jordan



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THE STANDARD





THE STANDARD

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Scott and Sandy Thomson with Scott's Group 44 tribute 1970 GT6+ prior to the gymkhana at The Roadster Factory Summer Party held August 4th-6th in Armagh, Pennsylvania. Scott and Sandy finished 1st in the gymkhana and Scott placed 1st in his class in the car show.

For more on the Summer Party, turn to page 6.

PAGES 1 and 6 - The Roadster Factory Summer Party; PAGE 2 - From the President; CTR Happenings; PAGE 3 - Planning BOG 2017; From the Editor; PAGE 4 - Virginia Scottish Games; Running Hare Vineyard Visit ; PAGE 5 - Economy Run; PAGE 9 - Trending with CTR; PAGE 10 - Events; PAGE 11 - CTR Regalia; PAGE 12 - Personal Triumphs: Two Powerful Words; PAGE 13 - Classified; PAGE 15 - Club Info; PAGE 16 - Odds and Ends



From the President

By Stephen Oertwig

“Winning isn’t everything – it’s all there is” on track

Athletes of the world are competing in the Olympics as the ultimate test of human endurance. Winning – and losing – rest alone on mental and physical strength and determination.

Competition has been engrained in the mortal psyche for eons. Just within the past century have humans tested the strength of man and machine in the ultimate test of body and mechanical design.

Auto racing is not an individual sport. It is about teamwork and pushing the breaking points of nerves and steel. Last month I mentioned my favorite car team of Mike and Edd of Wheeler Dealer fame. Mike and Edd aren’t competing on the track but are out to win with restoring cars and making a quid or two.

The big screen (at least bigger than today’s TVs) has notable examples of stories of the quest to win at the track. While held captive inside an airplane for 12 hours I had to break the monotony of droning engines and scrolled through the inflight entertainment. Movies didn’t interest me, but finding two documentaries fired my mental spark plugs.

The first documentary was “Steve McQueen: The Man & Le Mans.” It provides a look at Steve McQueen and his less than successful attempt to capture the trackside experience of the iconic 24-hour race in France. “Le Mans” introduced never before captured views of auto racing with revolutionary cinema photography. McQueen had an eye for directing a true gear head classic, but lacked the clarity to manage all the details. It took months to produce a script that introduced dialogue and suspense to the sounds and sights of Porsches and Ferraris. It is worth watching just to see what the 24 hours of Le Mans is all about.

The second feature I watched was far more powerful and a positive retrospective on a driver and the sport. “Winning: The Racing Life of Paul Newman” shows the humility of Paul Newman and his love of cars. This is an important film for Triumph fans because Newman drove Triumphs as he progressed through his second career as a racecar driver. The documentary shows glimpses of Newman racing a TR6, but does not show him with the 2000 Mk 2 he built for the track. He had signed with Datsun and could not drive the PLN Le Taxi. The 2000 did make one race, and still survives today. Photos on the 2000 are on the Triumph 2000 Register page at http://triumph2000register.co.uk/?page_id=98. The Winning documentary shows how it is possible for anyone to accomplish dreams. Newman didn’t start racing until he was 47 years old. A trailer for the movie is at <https://www.youtube.com/watch?v=4Szj0gCkFuk>.

It is great to see that Team CTR made a respectable showing at The Roadster Factory Summer Party. Scott Thomson led the

contingent of winning CTR members with his white GT6 that preserves the legacy of Triumph. Congratulations to CTR members who attended the summer party.

CTR needs more events to finish out the year. We have two events in August, and there are a few British car shows in September and October. As we cool down after August, it would be nice to see someone plan driving events.

The tools we use most are our hands. Hand tools are getting harder to find. I needed a hand drill just for a couple pilot holes. The big box hardware store clerk told me hand drills are not carried any longer. Life is changing too quickly.

I want to announce the latest Triumph in my life. Hahnje Vitesse was born Aug. 2 to my son, Herald, and his wife. The tradition of keeping the Triumph name alive, in more way than one, now rests with Hahnje Vitesse. I have a Sports 6, which is really a Vitesse. Now I really need to get my Herald and Sports 6 on the road so son and granddaughter can enjoy motoring in a Triumph drop head coupes.

Drive on and drive often, but stay cool and drink water.

Please welcome CTR members who have recently renewed their memberships:

- ◆ Marc Botzin
- ◆ Anne Miduch
- ◆ John Waypa
- ◆ David Balboni



CTR Happenings

Late Summer and Fall Events

August is a busy month. Some of us attended The Roadster Factory Summer Party in Armagh, Pennsylvania, August 4th through 6th. In the next few weeks, we have two popular events: the MG Club’s annual Test Drive event on Saturday, August 20th at the Bull Run Park in Centreville, Virginia, and the 23rd annual Cruisin’ for Crustaceans tour in Southern Maryland on Sunday, August 28th. Evites have been sent out for both these events. To participate, please reply to the evite or contact the event organizers. Details were in the July issue of newsletter.

Two new events have been added for September: participation in the Virginia Scottish Games car show on Saturday, September 3rd, and a winery visit and picnic on Saturday, September 24th. More information may be found on page 4. Also in September, there will be a BOG 2017 planning meeting on Tuesday, September 27th in Arlington. This will take the place of our regular September Executive Steering Board meeting and focus on planning for our 20th anniversary car show.

On October 9th, we have our annual double header. No, it’s not a baseball game; it’s a solid turnout for the MG Club’s annual Hunt Country Classic British car show near Middleburg fol-

lowed by a post-show get together at Lionel and Nancy Mitchell's home in nearby Haymarket, Virginia. You don't need to attend the Hunt Country Classic to attend the gathering at the Mitchell's, but we hope you do. And please, please do our friends in the MG Club a favor by pre-registering for their show! It makes their planning so much easier (and helps ensure a proper number of classes and awards for Triumphs). Later in the month, we will hold our annual Fall Foliage Tour on October 30th.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

September and October Car Shows

In addition to the Virginia Scottish Games and Hunt Country Classic shows, there are several car shows within easy driving distance of the Washington metropolitan area. The 41st annual Edgar Rohr Antique Car Meet will be held in Manassas, Virginia, on September 17th; Classics on the Green will be held at the New Kent Winery near Williamsburg, Virginia, on the 18th (registrations close September 1st); MGs on the Rocks will be held at Rocks State Park near Street, Maryland, on the 24th; and the Shenandoah Valley British Car Festival will be held in Waynesboro, Virginia, on October 1st. Links and additional information may be found on our website.



Planning for BOG 2017

John Buescher

Next year will be the 20th Anniversary of Britain on the Green. It is difficult to grasp that CTR members have been organizing BOG over these years at three different locations: Woodlawn Plantation, Collingwood House and Museum, and Gunston Hall.

To commence planning for this monumental event, the Executive Steering Board and BOG 2016 Subcommittee Chairpersons will meet on September 27th holding a dedicated planning meeting for BOG 2017. The BOG 2016 committee conducted an online post-show survey receiving valuable suggestions. These survey suggestions will be the starting point for the ESB's discussions. However, we want to ensure the entire CTR membership has an opportunity and are looking for **your** input in making BOG 2017 the best show to date. If you have any suggestions, such as selling CTR regalia, producing a commemorative BOG 2017 shirt, developing a calendar displaying past BOG posters, or proposing new awards; or if you have attended other car show and noticed any novel show features, let the ESB know.

Please send your comments and recommendations for inclusion in the upcoming planning meeting to the BOG 2017 Co-coordinators, John Buescher (jbuescher1616@gmail.com) and Matt Schipani (mschipani@gmail.com).



From the Editor

By Art Fournier

Thank you for your response to my request in last month's newsletter for more articles and inputs for *The Standard*; you'll find these in this and next month's issues. But we will need more over the coming months to keep these pages full, so keep them coming! Otherwise, I don't want to hear any complaints about thin newsletters!

And our event directors need your help also. If you have an idea for an event: a road tour, a destination, a tech session, a Get Your Hands Dirty project, or who knows what else, let Tom Burke, Pete Farrell, or anyone on the Executive Steering Board know. We've recently introduced a few new events such as a spring rally, participation in the Virginia Scottish Games, and a winery visit. I'm sure you have some good ideas for more. As we get into (hopefully) cooler fall weather, there's no excuse not to get your car – if not your Triumph, your other car – out on the road. We are, after all, a club dedicated to the enjoyment of automobiles!

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Virginia Scottish Games

**Saturday, September 3rd at Great Meadow
5089 Old Tavern Road, The Plains, VA 20198
Christopher Yurasko**

This is the most family friendly car show of the year. There are tons of events for everyone including watching the games (large men in kilts throwing heavy objects), sword fighting, children's plays, kids Scottish games, food and merchandise vendors galore, bagpiping, sheep herding, and lots more!



Gates open at 9:00 AM, we'll plan on meeting at 10:00 AM at the car show area for introductions and then again at 12:30 for lunch. Bring a chair if you would like to sit down. Sunblock and water are recommended. There are events throughout the entire day so everyone will be free to see them at their own pace.

Registration for the car show is \$15 and includes two complimentary tickets to the Scottish Games. Normal admission to the games is \$20 per person. So, you save \$25 by driving your Triumph to the games.

Registration is done in two steps:

1. Register your car with the games: <http://www.vascottishgames.org/CarShow.html>
2. RSVP to Christopher Yurasko at cyrasko@yahoo.com or call at 703-919-4069



CTR and BOG are on Facebook.

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

Running Hare Vineyard Visit

**September 24th
Art Fournier**

As summer winds down and the fall harvest season approaches, a visit to a local winery seems appropriate. While Virginia is justifiably renowned for its wineries, Calvert County in Maryland now has five wineries within its semi-rural confines only a short distance outside the Washington Beltway. On Saturday, September 24th, we'll visit one of them after enjoying a few backroads. Southern Maryland isn't just for crabs anymore! But wait – you say you enjoy a fine pint of beer rather than a glass of wine? Not a problem! Running Hare Vineyard offers craft beers in addition to wines.



Running Hare Vineyard opened its gates in August 2008. Since then, the winery has expanded from a 550 gallon tank capacity to a 12,772 gallon tank capacity and has produced over 100,000 bottles of wine to date. Running Hare wines have since won multiple regional and international medals for their wines.

While they don't offer winery tours, Running Hare has an outdoor tasting room with both their own wine and craft beer from the Calvert Brewing Company available. The tasting fee is \$8.00 with additional wine for sale by the glass or bottle. On Saturdays and Sundays they have live music and extensive, shady picnic grounds. While a food truck is frequently available, I recommend you bring a picnic lunch or munchies to enjoy. One warning: the road into the winery is long, narrow and partially paved, partially graveled.

We'll plan on meeting at 11:30 and taking our time driving to the winery. The planned route is 35 miles and should take just under an hour to drive. As was the case for the Spring Rally and Cruisin' for Crustaceans, we'll meet at the Shell station 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.) Our drive will end at the Running Hare Vineyard, located west of Prince Frederick, Maryland. Running Hare's website is <http://runningharevineyard.com/>

Contact Art Fournier at artfournier@comcast.net or 410-535-0690 for additional information. As always, CTR asks that you drive and drink responsibly.

An Economy Run: Food for Thought

Pete Philips

Not long ago I enjoyed a day's motoring with a merry band from the club. During a car-side chat Paul Edelstein asked if I'd thought of "doing another economy run?". I had, in fact, thought of that. Some background is necessary.

In 2009 and 2010 I had some involvement with economy runs sponsored by the Richmond group. You may recall reading about this in Moss Motor's Spring edition of *British Motoring*. These two events were well attended; drawing from a wide spectrum of the hobby. In each case the cost to the club was negligible; resulting from high quality event badging. (Both of the magnetic door badges grace my tool cabinets.) It did not escape notice that participants simply had a very good time. At the end of the day after the first event a fellow I did not know came up and said "I have only one complaint." I girded my loins. A smile broke out and he said "I have to wait a year to do this again."

Looking back it is clear this was a well-received driving event because it was competitive without requiring bending the law. A true run-what-you-brung a well driven car could have a chance; rust and dents notwithstanding.

To level the playing field we had classes based on displacement. To allow an over-all winner we took a page from the rule book of the old Mobil Gas Economy Run; calculating "ton miles-per-gallon" on each car in addition to actual miles-per-gallon. This formula used to allow the Big Three to advertise the thriftiness of Imperials, Continentals, and Sedan Deville's along with Falcons, Larks, and Valiants. It's a weight handicapping formula and it allowed Richmond's foremost metal fabricator James Bowler to win hands down in his work F-150. To his credit he drove well.

Our routes were about 100 miles, carefully measured these were chosen to preclude short cutting. Knowing most of the cars would have wildly inaccurate odometers we did not want to mess with calibration of each participant. We also did not want to rule out folks whose speedometers had been sent to Nissongers (never to be seen again.) We assumed every car went the same distance and simply divided the fuel used into that common number. This explains why we went to great lengths to rule out short cuts.

We had a staffed checkpoint, year one it had pine trees; year two a restroom. Essentially this was where entrants turned around and headed home. Once back each car was topped up with an official present to assure the tanks were actually full. Once all the cars were in we adjourned to lunch while the numbers were crunched and the certificates printed up.

The results were interesting. My TR-4A turned in a hair over 36 MPG in the first year. In year two my Herald, now Steve Ortwig's, won its class at a bit over 38, despite blown headgas-

ket. (How's that for provenance Steve?) Both years the Gallic entries, 2CVs, neared 50 MPG. A carefully driven late model Corvette topped 30 MPG and an artfully driven TR7 Spider came in at a bit over 38. Many of us were surprised at just how well the cars did.



Some cars were "prepped," though I say that with tongue in cheek. I think everyone had twice the air pressure in their tires they normally carried; driving over a leaf in the 4A would shake fillings loose. One patina rich "3" had no windshield (it rained), no spare, and no spare compartment cover. As I recall he used more oil than fuel.

Each year the event favorite was an earthshaking '67 Olds 442 piloted by a neighbor who had had it since his college days when it was new.

A team from northern New York participated each year; winning their class the second time around. They won the Douglas MacArthur trophy for saying they would "Be back" and meaning it.

So, in answer to Paul's question the answer is "yes"; I'd love to do it again. If you have interest why not let Steve know? Or you can let me know if you like (pkphilips@comcast.net). These events are simple, cheap, tremendous fun.

For *Moss Motoring's* article, see <http://www.mossmotoring.com/economy-run-revival/>



The Roadster Factory Summer Party

August 4th-6th
Art Fournier

After skipping a year, The Roadster Factory Summer Party was back for 2016 with driving and car-related events spread out over August 4th through 6th.

CTR was represented by a small, but dedicated, group: Paul and Sharon Edelstein with their TR8, Art Fournier with his TR7, and Sandy and Scott Thomson with Scott's Group 44 tribute GT6. Paul and Sharon stayed in a B&B in Dilltown, Art stayed at a motel in Indiana, Pennsylvania, and Sandy and Scott roughed it by camping on the grounds of The Roadster Factory in Armagh.

On Thursday evening, the group ventured down to Johnstown to eat at Asiago's, an Italian restaurant at the top to the incline railway. From the restaurant, there's a tremendous night time view of Johnstown. Although we drove up to the restaurant, we couldn't resist the opportunity to ride on the incline railway which was originally constructed in 1891. The incline has a 71.97% grade which is claimed to be the steepest continuous grade of any incline railway in the world. Back at The Roadster Factory, there was a bonfire and movies.

Friday's events included the gymkhana which was held in Indiana and run by the Central Pennsylvania British Car Club of Altoona. Everyone in the CTR contingent took part with Paul Edelstein acting as "navigator" for Art Fournier between his and Sharon's runs. Scott and Sandy Thomson pulled off a win in this



event with the best time through the course that required driver and passenger to complete a variety of challenges in and out of their cars. After the gymkhana, there was a LeMans start competition. Scott came in 5th overall – no small feat considering his car is a coupe rather than a convertible. For the brave at heart (mostly those driving prepared TR8s) there was the option of going to the drag strip near Blairsville for a few runs. We all passed.

After the gymkhana, there was a self-guided mountain tour over great back roads to Ligonier where a lunch stop at the Ligonier Country Inn was recommended. Unfortunately, the restaurant wasn't open so we made do with a bite at a local Subway before heading back to get ready for the car show. The show was held on the street in front of the Coventry Inn, TRF proprietor Charles Runyan's restaurant in Indiana. The "Couleurs d'Ele-gance" show divided cars by color rather than by marque or model. Scott Thomson came through again with a first place finish in the "White/Silver/Gray" car category.

Which brings us to Saturday. A "mini hill climb" held on the grounds of Indiana University of Pennsylvania was the first event of the day. Again, the prepared TR8s set the pace with some cars



Above: Sharon Edelstein with Phil the groundhog during a side trip to nearby Punxsutawney, Pennsylvania



Top: Art Fournier, Paul Edelstein, and Sandy and Scott Thomson at the Asiago restaurant high above Johnstown
Bottom: Art Fournier and Paul Edelstein tackle the gymkhana



clocking over 100 mph on the 0.6 mile uphill course. In the afternoon, there was a tulip (time, speed, and distance) rallye over a 20 mile course of paved and unpaved roads near Armagh. Art Fournier didn't have a navigator, but rode with Jonathan Bonds of the Delaware Valley Triumphs in his TR5 (not TR250) and wound up with the best time of any of the CTR entrants with an 11th place finish, nudging out Paul and Sharon Edelstein. Scott and Sandy Thomson finished 35th, but probably would have done much better if the speedometer and odometer in the GT6 had been working! After the rallye there was a pulled pork dinner under a tent on The Roadster Factory grounds. As is their tradition, the dinner was served on china with silverware and cloth napkins for a touch of elegance. There was live '70s music during and after dinner and the evening ended with a bonfire and the awards ceremony.

Whew! It was a busy, but fun, trip to the Allegheny Mountains. 2016 was my fourth Summer Party; the Edelsteins and Thomsons participate regularly. I'm not sure how many people attended, but would guess there were somewhere around 125 cars, mostly Triumphs, on hand. Years ago there would probably have been three or four times that many. It's a shame that more people, especially from CTR, didn't attend. The weather varied from warm to hot, but was dry with the exception of a few sprinkles during the night on Friday. In all, I put 728 trouble-free

(Continued on Page 8)



*Top: An unexpected encounter during the mountain tour
Center: Paul and Sharon Edelstein take on the gymkhana
Bottom: Sharon and Paul Edelstein and Scott and Sandy Thomson in front of the Coventry Inn during the car show*



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TRF Summer Party (Continued from Page 7)

miles on my TR7 and had a great time! Thanks go to Charles Runyan and his Roadster Factory crew plus the car clubs that helped organize and run the various events! I hope the Summer Party tradition continues and look forward to participating in 2017!



*Top: Art Fournier and Paul & Sharon Edelstein getting set to enjoy dinner under the tent Saturday evening
Bottom: TR8s lined up in the campground at The Roadster Factory*

Top: Prior to the individual timed runs, cars participating in the mini hill climb drove up the hill as a group to get a feel for the course — something of a parade lap.

Bottom: During the “Couleurs d’Elegance” car show, the cars were grouped by color, rather than by marque or model.

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Trending with CTR

News of Members in Brief



Here are two different views of the Sully Antique Auto Show held on Fathers' Day each year at the Sully Plantation in Chantilly, Virginia.

Bruce Metcalf (above) is shown with his Model A Ford (which makes his TR4 look modern). Bruce serves as flea market coordinator at the show.

Paul and Rebecca Edelstein (below) are shown with Paul's TR8 which won first prize honors in the show's international class.



Issue 156 of the Vintage Triumph Register's magazine, *The Vintage Triumph*, contained two CTR links. The first was a short article on Christopher Yurasko's TR250 and its ties to his family.

The second was a photo of a TR3A once owned by Steele Lipe. Steele's current TR3A was featured in a photograph in a Moss Motors flyer advertising their Motorfest 2017. Steele's TR3A, which is similar to the one he owned as a medical intern in San Francisco in 1960, is the first in line in the Moss Motors photo taken at the Motorfest 2015



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EVENTS

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

- Aug 20** - MG/TR Test Drive, Centreville, VA *CTR*
Aug 28 - Cruisin’ for Crustaceans *CTR*
Sep 3 - Virginia Scottish Games British Car Show *CTR*
Sep 9 - Deadline for the September issue of *The Standard*
Sep 17 - Brits by the River, Delaware City, DE
Sep 17 - 41st Edgar Rohr Antique Car Show, Manassas, VA
Sep 18 - Classics on the Green, New Kent Winery near Williamsburg, VA
Sep 24 - MGs on the Rocks, Rocks State Park, Street, MD
Sep 24 - Running Hare Vineyard Visit *CTR*
Sep 27 - BOG 2017 Planning Meeting, Arlington, VA
Sep 30-Oct 1 - Shenandoah Valley British Car Festival, Waynesboro, VA
Oct 3-7 - VTR National Convention, Lake Texoma, TX, *CTR*
Oct 9 - Hunt Country Classic, Middleburg, VA, and CTR post-show get together, Haymarket, VA *CTR*
Oct 14 - Deadline for the October issue of *The Standard*
Oct 14-16 - American British Reliability Run, West Chester, PA, contact [Bob DeLucia](#) of Delaware Valley Triumphs
Oct 22 - Treasured Motorcars Car Show and Open House, Reisterstown, MD
Oct 22 - Wheels for Meals car show, Gainesville, VA
Oct 30 - Fall Foliage Tour *CTR*
Nov 4 - CTR Executive Steering Board Meeting, Arlington, VA (date subject to adjustment)

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/>

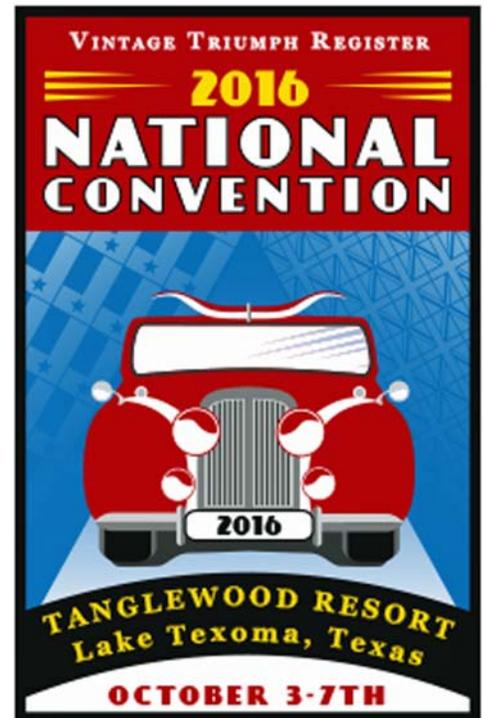


CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you’re interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the “Capital Triumph Register.” Contact Art Fournier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



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CTR and BOG Regalia

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

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

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

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

site. So, feel free to call him if you want something completely different.

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

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





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Personal Triumphs: Two Powerful Words

Bruce Hislop

I shall begin by stating emphatically that I place all blame on Tom Burke. I'm not saying it is his fault, just that I'm blaming him. He is the one who emailed me in late June with a link to a TR7 Spider on eBay. He is the one who used logic, arguing that it is much cheaper and faster to purchase a running Spider than to restore one. He is the one who said that if I'm looking to work on a Spider not to worry; it is, after all, a Triumph, thus pretty much always needs something. The text of his email text even had that semi-exasperated sigh of one who knows from experience.

I gave the car no consideration. I already have two TR7s and a very happy marriage. Another TRansaction (see what I did there?) would likely test my marriage – something all married men should avoid. Yet, it sure is a nice example of a Spider! All four rims are Spider rims ("regular" TR8 rims with an S stamped on the side), the carpet is in decent enough shape, and the seats are original – with only a minor tear. And did I mention that it has dual Weber side-drafts? Oooh! And the decals are original Spider decals that reflect light at night. How totally cool is that?

But this is not an article disparaging Tom, nor is it an exultation of a Spider on eBay. It is a paean to those wives, husbands and significant others who not only tolerate our strange obsession with the defunct car brand, but who support, nay, enable our "hobby." Allow me to elaborate...

I showed Miriam Tom's email and the Spider on eBay. She looked at me and asked, only partially skeptically, "Do you want to get it?" I reminded her that I already have a Spider, albeit in many, many pieces, as well as an operational, albeit ugly, TR7. While I attempted to convey a serious tone, I think my eyes (and perhaps my salivation response) gave away my hopes and dreams.

In the history of verbal communication some of the most powerful and emotional phrases are made up of only two words: Good job, You're hired, You're cured, Not guilty. Miriam has uttered such two-word phrases twice, and each brought me such overwhelming joy. The first was on March 20th, 1994 when she looked me in the eye and said, in front of both of our families and many of our friends, "I do." The second was right after I reminded her that I already have a spider, albeit in many, many pieces, as well as an operational, albeit ugly, TR7. She looked me in the eye and said, "Get it!" Of course I was taken aback. Perplexed. Unsure of what her true motivation was.

She became more wordy (sometimes two words just aren't enough) and explained that she is happy when I'm happy, and she knows that I'm happy when I'm driving my TR7 around to CTR events or just putting miles under it on a nice day. She added that she knows I've wanted a Spider for a very long time and wants

me to have a nice one to enjoy now, rather than later. Her father died before he retired and never got to do all those things earmarked for "later." She wanted me to enjoy the Spider now – not in 4+ years when the boys are out of the house and my weekends are no longer chock full of swim meets, practices and other child-centric, time-sucking events, and I'm finally able to devote the time and money required to restore my Spider. She then hinted that if I had a reliable Triumph in which she felt comfortable, she might attend some car club events with me or just ride around in the car.

I am now the owner of yet another TR7 Spider! This is the 5th Wedge I've owned, and the only time I've repeated a color! By the time this gets to print, it should have been delivered to Crofton, and I should be tooling around in it. I don't need three Wedges, so the red Wedge and the "old" Spider are for sale: see the "Classified" section of this newsletter, as well as the CTR Facebook page. If they don't sell soon, they're going on eBay!

I must again thank Tom for bringing this Spider to my attention. I don't scan eBay, so were it not for him I would not have known about the car. I must also thank Miriam for uttering such wonderful two-word phrases that remind me of how fortunate I am to have her in my life. I will thank all CTR members in advance for helping me to keep the "new" Spider running and reliable such that Miriam will feel comfortable riding in it to future CTR events.

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CLASSIFIED

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

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

1980 TR7 Convertible for sale. \$2000 or best offer. 5 Speed. 71,773 original miles. Runs well, lots of new parts installed (shocks, struts, front brake pads, brake master cylinder). Carbs rebuilt last summer. Must sell, just bought another one! Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5719511716.html> Contact Bruce at 410-721-9411.

1980 TR7 Spider convertible disassembled and ready for restoration. \$900 or first reasonable offer. Missing engine and transmission, but I have a Buick 3.8L V6 and automatic transmission I can throw in. John's Cars makes a conversion kit. I can also throw in a rotisserie. Bring a trailer to get all the assorted bits and bobs! (including original Spider rims!) Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5717962880.html> Contact Bruce at 410-721-9411.

For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomsotr6@gmail.com

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



For Sale: Bicentennial 1976 Spitfire...Project; '76 Hi-Comp engine...rebuilt; body off; new floors; blasted/primed/painted frame; new rear bushings, spring, etc.; redone engine; stripped body to bare metal, repaired all, repainted; new rubber; all parts are here; too many projects, need mega bucks for TR4...; located hour south of Winchester, VA, on I-81; major work done...; \$3400/obo; contact Brian at shobud@msn.com



(Continued on Page 18)

Classifieds (Continued from Page 17)

For sale: Breathing Air Pump. Painting with automobile clear coat is hazardous, the vapors never leave your lungs. Gauze masks are inadequate, OK for base paints. This is an air pump to supply fresh air from a safe distance, 50 feet. I bought it from a body shop several years ago. I paid \$350.00; I'm asking \$300.00 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



For sale: 1971 TR6. Original owner of a TR6 in good condition. Replaced Stromberg carbs with Webers. Dupont Flex Rippon used. Includes black tonneau cover, after market hardtop, all fenders replaced with factory parts. All reasonable offers considered. Call 202-210-4489.



For sale 1958 TR3A. Needs a good home. The car is in pretty good condition. My daughter drove it during her wedding in 2008, and I drive it locally often. It has been garage kept, and was recently serviced by Mercer and Woodson Auto in Richmond. Runs very good. Needs a bit of cosmetic work, but is an attractive ride as is. Could use some chrome and paint sometime soon. Interior has a few holes and a tear in the back seat. Although, who could sit back there I don't know. Car is located 20 miles west of Richmond, Va. The asking price is \$12,900 or best offer. Respond with any questions. Contact George Groome at GCG6823@hotmail.com

For sale: 1971 TR6. British Racing Green. Asking \$10,000 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



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- GT6 & 2000 Saloon	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
- Herald & 2000 Sedan	Stephen Oertwig	660-422-2908	oertwig@mac.com
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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What is a Dolly Sprint?

The Sprint was a special edition of the Triumph Dolomite made from 1973-1980 featuring a more refined interior and a slightly upgraded engine. The Sprint was designed to be a competitor with the BMW sedans of the day. In all almost 23,000 were made.



Hank Seiff spotted the sign at right recently in Ontario on the Lake in Canada. No, we don't know what it means either, but it sounds ominous.

Signs of the Times



Photo credits: Pages 1 and 7 Art Fournier; Page 4 Christopher Yurasko; Page 5 Pete Philips; Page 6 Sharon Edelstein; Page 8 top left Art Fournier, top right Karen Border, bottom left Ron Jernigan, and bottom right Scott Berryman; Page 9 top left Bruce Metcalf, bottom left Sharon Edelstein, and right Moss Motors; Page 16 Hank Seiff



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THE STANDARD





THE STANDARD

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Volume XXVIII, Number 9, September 2016



*Oncoming traffic waits while a line of Triumphs heads into Southern Maryland on CTR's
23rd annual Cruisin' for Crustaceans tour.*

The weather, roads, and company were great and the crabs were plentiful — a summer day doesn't get much better!

For more, see page 8.

PAGES 1 and 8 - Cruisin' for Crustaceans; PAGE 2 - From the President; PAGE 3 - CTR Happenings; PAGE 4 - Running Hare Vineyard Visit ; Planning BOG 2017; Hunt Country Classic and CTR Get Together; PAGE 5 - Fall Foliage Tour; CTR Member Triumph Survey; PAGE 6 - MG/TR Test Drive; PAGE 10 - Personal Triumphs: Lose 10,000 Pounds; PAGE 12 - Trending with CTR; Maryland Historical License Plates; PAGE 13 - Virginia Scottish Games; PAGE 14 - Events; PAGE 15 - CTR Regalia; PAGE 16 - Garage Spot: Oil Gallery Leaks; PAGE 17 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends

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From the President

By Stephen Oertwig

“It’s the end of the world as we know it”

It’s a sad day for Triumph owners. Triumph is fading from the everyday vernacular of the automotive world.

It was a shock to see that Triumph is absent from the list of cars at some of our favorite local auto parts store (FLAPS). Have suppliers who specialize in Triumph parts captured the market and created an oligopoly?

The extreme heat of this summer delayed the need to get the GT6 back on the road. Driving in the summer is referred to as “famous GT6 cabin heat.” It is more like “infamous.” The GT6 has been resting since the Lucas alternator bearings fried and the fan belt was shredded on the way home from Britain on the Green. The recent dip in temperature tempted me to drive the GT6, so I had to get my hands dirty.

I had bought a rebuilt alternator from British Standard Motors at its open house this spring. I wanted a little more electrical juice and jumped from the 16 ACR to 18 ACR alternator. British Standard Motors supplied two belts to make sure I had the right length. Fitting the rebuilt alternator was easy because of the liberal access the tilting bonnet the GT6 offers, but fitting the belts was befuddling.

One belt was too short; the other was too long. I should have done what Edd of Wheelers Dealers does – wrap a piece of twine around the pulleys and measure the length. I headed to the closest FLAPS and asked for a 45-inch belt. The counter guy said he needed the brand to look up the belt. Triumph was not one of the brands listed. Gone. Neither was MG. Without a car type, the sales person could not look up the size of belt needed. No problem – lets go look at the belts. Another surprise because lengths were not listed on the belts.

It was off to the next FLAPS. Triumph was listed, and a belt for the GT6 was in stock. Only two belts were left, so I took them both because they were different lengths. It wasn’t much later that I was on the road enjoying the lovely sound of the GT6’s exhaust.

There is a lesson to this story: Carry a spares kit. When I drove a TR3, I never went anywhere without a spare fan belt, points, spark plugs, fuses, duct tape, wire, and a few wrenches. We can’t depend on FLAPS to have the parts we need, so buy from the suppliers who cater to Triumphs. There are exceptions as Jim Moscardini found out recently. The oil pressure switch failed on his Spit6, and the closest FLAPS had one in stock.

I normally wear gloves when working on cars, but sometimes the gloves have to come off. There are a variety of hand cleaners on the market, but my childhood favorite soap is Lava. Lava has been cleaning up America’s dirtiest hands for more than a hundred years. It was developed in 1893 by the Walthe Co. in St. Louis. Lava is one of those specialty products, but I found it at the store where America shops in the automotive section. When I researched Lava on the web, I found out it is made by the company that makes the greatest miracle lubricant of all time – WD40.

It was great to see all the Capital Triumph Register members at the MG and Triumph test-drive and the world famous Cruisin’ for Crustaceans. This was the first year I really took the time to drive other cars, and I had a blast. I drove three different TR7s owned by Art Fournier, Lionel Mitchell, and Stephen Pryor. Each car drove differently, which shows how personal our cars are. Triumph sports cars are more fun to drive than the 2000. Thanks to everyone who let me drive your car.

Driving and food always bring out CTR members and the annual Cruisin’ for Crustaceans was a big success. We really enjoyed the drive through the Maryland countryside and by the many cornfields. Pete Philips was the long-distance champ for the cruise. Pete talked about an economy run and possible dates and location. (Read Pete’s article in the August Standard about the economy run.)

My wish list for this winter is growing longer. Tops on the list is air conditioning for the 2000. Then there is the project to get the Herald on the road. I need to drop the frame from the body to fix the rusted areas. The GT6 needs some serious love. I need to redo the seats, clean the body up, and fit the halogen headlamps. Back windows are on the list for the two 2000 Mk 1s.

Last, and most important, on my wish list is to increase member participation and events for CTR. Life is busy for everyone, especially in the Capital Region, but small contributions in time result in big dividends for everyone in CTR. I am looking for a place to do a driving event myself.

Need help getting your Triumph on the road? Schedule a get-your-hands-dirty session. You will be amazed what everyone can do to put you on the road. I’ll even bring the Lava.

Membership is strong, and renewing members are just as important as new members. Welcome back to Scott Tilton, who was at the MG-Triumph test-drive. Scott is an active TR6 owner and Vintage Triumph Register member.

Summer may be over, but the driving season is not. See everyone at the Hunt Country Classic October 9. Make sure I talk to you because you are important. Tell me your story. Anyone can join an organization, but the value of the organization is enhanced when you actively participate in events.

Drive on and drive often. And keep driving.

CTR members who have recently renewed their memberships:

- ◆ Harvey Lee
- ◆ Tomislav Marincic
- ◆ William Olson
- ◆ Scott Tilton
- ◆ John Stanton
- ◆ Dennis Velez
- ◆ David Rogers



CTR Happenings

Fall Events

There will be a BOG 2017 planning meeting on Tuesday, October 4th in Arlington. This had originally been scheduled for September 27th.) The meeting will focus on planning for our 20th anniversary car show which will be coming up on Sunday, April 30, 2017 at Gunston Hall.

On October 9th, we have our annual double header. No, it's not a baseball game; it's a solid turnout for the MG Club's annual Hunt Country Classic British car show near Middleburg followed by a post-show get together at Lionel and Nancy Mitchell's home in nearby Haymarket, Virginia. You don't need to attend the Hunt Country Classic to attend the gathering at the Mitchell's, but we hope you do. And please, please do our friends in the MG Club a favor by pre-registering for their show! It makes their planning so much easier (and helps ensure a proper number of classes and awards for Triumphs). Also, please RSVP in a timely way to the evite on the club picnic so that the Mitchells can plan appropriately for quantities of food and drink.

Later in the month, we will hold our annual Fall Foliage Tour on October 30th. Details on the October and remaining September events may be found on pages 4 and 5.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

CTR Membership Mailing Address

If you are renewing your membership or joining CTR, please note that our membership chairman, Mark Shlien, has a new mailing address. His new address is shown on the membership form on page 19.

2017 CTR Calendar

Are you interested in getting a 2017 CTR calendar for your office, home, or garage? How about seeing pictures of your car

on it? This year as you take pictures at CTR events, please send them to Christopher Yurasko for possible inclusion. Send your pictures to: cyurasko@yahoo.com, please indicate in the email that he has permission to use them for the calendar.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word.

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

Evite and RSVP Courtesy

If you RSVP for an event or sign up using CTR's evite notification and for some reason cannot attend—weather, mechanical problems, or whatever—please take a moment to let the event host know you will not be attending. This is especially important in cases where CTR has made a group reservation at a restaurant or other venue. Plus if we expect you and you don't show up, we don't want to delay the event waiting for you unnecessarily.

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Running Hare Vineyard Visit

September 24th

Art Fournier

As summer winds down and the fall harvest season approaches, a visit to a local winery seems appropriate. While Virginia is justifiably renowned for its wineries, Calvert County in Maryland now has five wineries within its semi-rural confines only a short distance outside the Washington Beltway. On Saturday, September 24th, we'll visit one of them after enjoying a few backroads. Southern Maryland isn't just for crabs anymore! But wait – you say you enjoy a fine pint of beer rather than a glass of wine? Not a problem! Running Hare Vineyard offers craft beers in addition to wines.



Running Hare Vineyard opened its gates in August 2008. Since then, the winery has expanded from a 550 gallon tank capacity to a 12,772 gallon tank capacity and has produced over 100,000 bottles of wine to date. Running Hare wines have since won multiple regional and international medals for their wines.

While they don't offer winery tours, Running Hare has an outdoor tasting room with both their own wine and craft beer from the Calvert Brewing Company available. The tasting fee is \$8.00 with additional wine for sale by the glass or bottle. On Saturdays and Sundays they have live music and extensive, shady picnic grounds. While a food truck is frequently available, I recommend you bring a picnic lunch or munchies to enjoy. One warning: the road into the winery is long, narrow and partially paved, partially graveled.

We'll plan on meeting at 11:30 and taking our time driving to the winery. The planned route is 35 miles and should take just under an hour to drive. As was the case for the Spring Rally and Cruisin' for Crustaceans, we'll meet at the Shell station 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.) Our drive will end at the Running Hare Vineyard, located west of Prince Frederick, Maryland. Running Hare's website is <http://runningharevineyard.com/>

Contact Art Fournier at artfournier@comcast.net or 410-535-0690 for additional information. As always, CTR asks that you drive and drink responsibly.



Planning for BOG 2017

John Buescher

Rescheduled to Tuesday, October 4th!

Next year will be the 20th Anniversary of Britain on the Green. It is difficult to grasp that CTR members have been organizing BOG over these years at three different locations: Woodlawn Plantation, Collingwood House and Museum, and Gunston Hall.

To commence planning for this monumental event, the Executive Steering Board and BOG 2016 Subcommittee Chairpersons will meet on October 4th holding a dedicated planning meeting for BOG 2017. The BOG 2016 committee conducted an online post-show survey receiving valuable suggestions. These survey suggestions will be the starting point for the ESB's discussions. However, we want to ensure the entire CTR membership has an opportunity and are looking for **your** input in making BOG 2017 the best show to date. If you have any suggestions, such as selling CTR regalia, producing a commemorative BOG 2017 shirt, developing a calendar displaying past BOG posters, or proposing new awards; or if you have attended other car show and noticed any novel show features, let the ESB know.

Please send your comments and recommendations for inclusion in the upcoming planning meeting to the BOG 2017 Co-coordinators, John Buescher (jbuescher1616@gmail.com) and Matt Schipani (mschipani@gmail.com).

Hunt Country Classic and CTR Post-Show Gathering

October 9th, 2016

By now, you should have your calendars marked for Sunday, October 9th, the date of the annual Hunt Country Classic organized by our friends in the MG Car Club Washington, D.C., Centre or, as we like to call them, the MG Club. But wait, there's more! After the car show, CTR holds its own event, a post-show gathering at Nancy and Lionel Mitchell's home in Haymarket, Virginia. This has become the second-largest British car show (after the Hunt Country Classic, of course) in Northern Virginia on Columbus Day weekend. Put them together and it's an occasion you won't want to miss.



The Hunt Country Classic is one of the final British car (and motorcycle) events of the driving season. The show is held on

the beautiful Willoughby Farm located between Middleburg and Marshall, Virginia. There is entertainment for everyone, including apple pressing and hay rides along with the skirl of bagpipes in the air.

The MG Club has mailed out application brochures and has on-line registration available through their website (http://www.mgcarclubdc.com/hcc/hcc_main.html). Please help them out by pre-registering. Not only do you save \$10.00 by registering prior to September 30th, you help maximize the number of Triumph classes and ensure that adequate room in the field layout is reserved for our cars.

The area in front of Lionel and Nancy Mitchell's wide veranda turns into a British car show after the Hunt Country Classic winds down. Join the many members and friends of CTR who participate whether or not they have entered a car in the Hunt Country Classic. It's a chance to socialize and enjoy few libations and a fine buffet. Please look for the evite or contact Lionel at haymarket4@verizon.net for additional details. And please RSVP in a timely way to the evite on the club picnic so that the Mitchells can plan appropriately for quantities of food and drink.

Fall Foliage Tour

October 30th

CTR will once again celebrate the colors of the season with a Fall Foliage Tour through the Shenandoah Valley. This year's tour will take place on Sunday, October 30th. This is one of CTR's most well attended events; so why mess with a good thing? Our tour will be similar to last year with perhaps a little different route from Manassas to Luray. Currently, we are again planning Sunday Brunch at Joe's Steakhouse in Front Royal, VA near the north entrance to Skyline Drive. (www.joessteak.com) Some details are still being nailed down, but Joe's will provide separate checks.



The group will assemble at NVCC's Manassas Campus at 6901 Sudley Road, Manassas, VA 20109-2305. This is right off the Manassas I-66 exit. Please meet at 9:00 am for the drivers meeting so we can make our scheduled departure at 9:15 am. We plan to take back roads from Manassas/Haymarket to Sperryville, then cross Skyline Drive to a fuel/potty/coffee stop in Luray. Then we will continue up Fort Valley Road to Front Royal for brunch at Joe's Steakhouse. Fort Valley Road is one of Virginia's best drives for fall views.

After a buffet brunch of prime rib and various other options, participants are free to travel home as a group or individually to your respective destinations.

As the event approaches, keep your eyes peeled for the Evite which will contain more details. Your RSVP to the Evite is critical so we can supply the restaurant with an accurate head count. Your response is greatly appreciated. If you have any questions, please contact Patrick carter at pcarter.dc@gmail.com

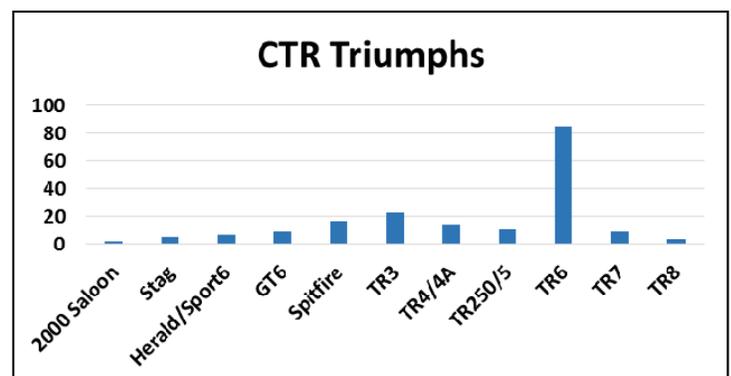
CTR Members Triumph Survey

Lionel Mitchell

A few months ago, I wrote about conducting a survey to find out about members' Triumphs. Subsequently, I set up a survey in Survey Monkey and sent out an e-mail to the membership inviting all to respond to the survey. Fifty members responded, out of about 150 members, or about 33 percent. I suppose I shouldn't be surprised since our event participation rate is around that number. Not to be deterred, I got the membership database, which contains some car information that members provide when they join CTR. There's no guarantee that this data is still current or complete. But over the course of my time in CTR, I've come to know who has what Triumphs. So, I've combined the survey results, the membership data, and my personal knowledge to produce a histogram of the counts of different Triumph models of current CTR members. We do have past members in our database with their Triumphs recorded, but I have not included those. I have included parts cars and cars under restoration in the counts.

As you can see in the histogram below, the distribution of Triumph models looks like a traditional bell curve except for the significant spike. Here are some observations on the counts:

- ◆ Most popular model: TR6 – no surprise really, but almost half of the cars was a surprise.
- ◆ Least popular model: 2000 saloon – again, no surprise.
- ◆ Most numerous non-TR6 model: TR3 – this was a surprise to me. I was expecting more Spitfires.
- ◆ Average number of Triumphs per member: 1.2
- ◆ Most cars by a member/family: 15 – you know who you are.
- ◆ Least cars by a member/family: 0 – some folks have other sports cars or are still looking for a Triumph.
- ◆ Number of members with more than one Triumph: 17 – includes non-runners.
- ◆ Rarest Triumph models: TR5 and Sport 6.



[Editor's note: How does this compare with the Triumphs we actually see at CTR events? Logically enough, TR6s are the most common; however, other models are represented in greater proportion than the survey results would suggest.]

MG and TR Test Drive

August 20th



An event that has become quite popular over the years is the MG Car Club, Washington, D.C., Centre's annual test drive. For years the test drive was limited to their club, but several years ago they asked the Capital Triumph Register to participate with them to add a bit of diversity to the mix of cars. The premise is simple: you can drive mine and I'll drive yours. Most of us are very cautious about who we let drive our cars, so letting a stranger behind the wheel requires a certain leap of faith. There is little danger, however, since the test drive is held on a section of road within Bull Run Regional Park in Centreville, Virginia, with a low speed limit and no competing traffic. And those other drivers are just as worried about their cars as you are about yours.

Most of us are at least as anxious to drive other Triumphs as we are to drive MGs and the other cars that participate. How does your TR6 or TR7 compare to others? What are its strong points or, more importantly, its weaknesses? The mix of cars from CTR allowed just that. We were represented by three TR6s and three TR7s in addition to a GT6, a TR4, a 2000 Mk II Saloon, and a right-hand drive Morris Minor sedan. CTR may have outnumbered the MG Club this year which was represented by a Midget, three MGBs, a MGB V8 conversion, a MGB GT, a modern Mustang, and a classic VW Beetle.

After coffee, doughnuts, and lots of car talk, the event begins with each person saying a bit about his or her car and cautioning others about what may be its limitations or unexpected features – such as, “Please don't forget it has a non-synchro first gear!” Then it's off on a mile or so stretch of road within the park in a car that may be very different than (or very surprisingly similar to) your own. There's something a bit unnerving yet satisfying about seeing your Triumph coming down the road toward you as you look out over the hood of an MG!

Representing CTR were Heath Bjordahl, Pete Farrell, Art Fournier, Lionel Mitchell, Stephen and Ho Yong Oertwig, Stephen Prior with his son Christopher, Matt Schipani, and Scott Tilton and Melissa Highley along with Scott's brother Jay.



Be daring, live closer to the edge – come join CTR and the MGCCWDC next year for the annual test drive; you'll enjoy it!



*Left: Lionel Mitchell tries on a Midget
Above: Steve Oertwig with Scott and Jay Tilton
Below: Art Fournier test drives Stephen Prior's TR7
Next page top left: Heath Bjordahl in a MGB V8 conversion
Center left: Melissa Highley and Scott Tilton in a MGB
Bottom left: Matt Schipani with his GT6
Right: Pete Farrell and Ho Yong Oertwig*





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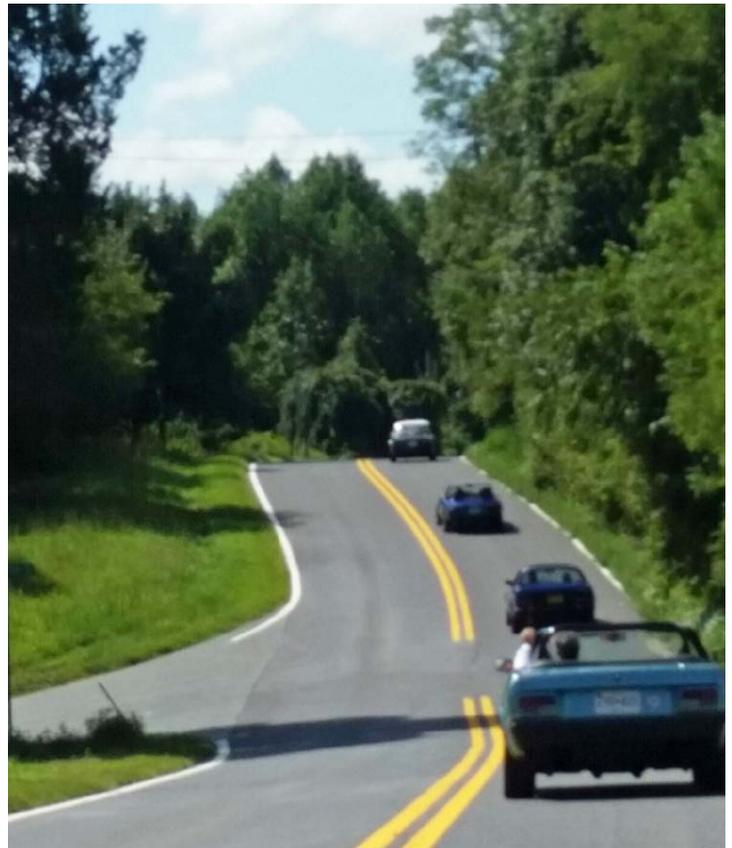
23rd Annual Cruisin' for Crustaceans August 28th

The 23rd annual CTR Cruisin' for Crustaceans tour is in the books. Beginning in Upper Marlboro on a fine summer Sunday morning, the tour traversed quiet back roads through Maryland's Prince Georges and Charles Counties before ending at Captain Billy's Crab House on Pope's Creek in Newburg, Maryland. Captain Billy's sits within sight of the Route 301 bridge which crosses the Potomac River to connect Maryland and Virginia. In some years, crabs have been in short supply in late August, but that wasn't the case this year as CTR members enjoyed regional delicacies along with cold libations, summer favorites along the Chesapeake and its tributaries.

A stream of Triumphs (along with a few other cars) made their way south along lazy byways that initially followed the Patuxent River before heading west through an area rich in Civil War history that passed by Dr. Samuel Mudd's home, crossed the Zekiah Swamp where John Wilkes Booth hid from union troops, and ended near the point where Lincoln's assassin crossed the Potomac into Virginia. CTR's thanks go to Art Fournier for laying out the route and planning the event.

Taking part this year were Ben Cheshire, Arleigh Cottrell, Jay and Maureen Donn, Paul and Sharon Edelstein, David Ferris, Art Fournier, Bob Fox, Bruce Hislop, Lionel Mitchell, Jim Moscardini, Stephen and Ho Yong Oertwig, Diane Page, Pete Philips and Claudia Trine, and Alan Stiley and Linda Hollingsworth.

Mark your calendar for next year's Cruisin' for Crustaceans, one of CTR's oldest and most popular events, as we once again continue our tradition of great roads, food, and company!



*Above: Ho Yong Oertwig, Bruce Hislop, and Diane Page
Top right: Art Fournier conducts the drivers' meeting while Bruce Hislop, Claudia Trine, and Pete Philips pretend to listen*



You know Bruce, it sure looks like that freeze out plug is leaking.



Dave Ferris and Ben Cheshire check out Ben's TR6



Lionel Mitchell and Arleigh Cottrell



Jim Moscardini and Jay Donn at the head of the table



Pete Philips digs into some of Maryland's renowned crustaceans

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Personal Triumphs: Lose 10,000 Lbs. in 12 Short Months

Rich Townsend

By way of introduction, I am a CTR member, late of Catlett, Virginia. My wife and I retired and moved to Lake Gaston, North Carolina in June 2014. We moved from more than enough square footage, to not quite enough square footage, and that's where this account picks up.

Our down-sizing continues here in NC. This article is a look back at getting out of the LBC caretaker business. I honestly came to the point of being overwhelmed in more ways than one.

When Patti and I sold our house (and garage mahal) in Catlett, the house went into contract more quickly than we expected, even though we were expecting that it could have taken six months or a year to get it sold.

I borrowed a trailer, and made four or five trips (four hours each way) moving the contents of the Catlett garage into the smaller garage in NC, thinking somehow that the maintenance and restoration work would continue in North Carolina. Patti and I faced a similar situation with moving the furniture and contents of the house – trying to fit 10 lbs. of crap into a 5 lb. bag – and at the same time doing a complete renovation on the inside of the house. We had no idea the volume of “stuff” that we were moving.

Fast-forward a year, to June 2015. I listed the '76 TR6 basket-case on Craigslist, and also on the Triumph Experience forum, as a project car, complete. You-all may recall that it was a complete car, rolling chassis, body tub, plus boxes of parts and lose body panels. I received a call from a guy from Winston Salem who asked me if I would consider selling the rolling chassis, only, to him. It never occurred to me to part out a perfectly good TR6, albeit in need of re-assembly. It did not seem right, and, in a perfect world, still doesn't. I told him I'd think about it and call him back. I deliberated for a day, and decided that, at least dollar-wise, I stood to make more by parting it out than to sell as a complete project. So, I agreed to sell the rolling chassis to the guy from Winston. Turns out he's an author, and writes about the craft of the English Wheel. He wants to create a Ferrari 166S out of the TR6 chassis, motor, plus gently massaged raw sheet metal.

Following that I pushed to sell off the rest of the parts associated with the '76 TR6. I actually boxed up the seats, and shipped them FedEx Ground. There was a constant stream of buyers from near and far that quickly reduced that TR6 to several cans of fasteners (which are still available). Some of the parts live on in CTR members' TR6s.



So, at that point, the stable is reduced to three cars: my '75 TR6, the 1980 MGB, and the FFR Cobra Kit Car. I licensed, registered, and insured all three of those cars, as they all ran, even though the MGB needed all the finishing touches – carpet, top, tires, brakes, and some reassembly.

At some point in the fall of 2015, I realized that the least practical of those three vehicles was the Cobra. I began to think of it as a large stack of \$100 bills sitting in the garage.

Anecdote: I had kept my eyes and ears open for a car club down here, and became aware of the “Stray Cats,” mainly a hot rod club, with 100% American Iron from the '50s and '60s. I showed up at a Stray Cats cruise-in locally with the Cobra. One member of the Stray Cats, in an attempt to nicely put me at arms length, said, “We kind of like our Amurkan cars,” so I took the hint that the Cobra was not going to be adopted into that group.

I also drove the Cobra down to the Charlotte Motor Speedway for an event called AutoFair, a giant flea- auto-market. I met up with the Cobra Club there, and had a great day. However, I learned that the Cobra was not a road-trip car. Hot, loud, no top, no radio, no leg room. It was big on “cool” however. Any car with a 10-14 year-old had their cameras out and two thumbs up.

Anyway, I decided to convert the Cobra into that stack of 100-dollar-bills. I advertised on Craigslist in Raleigh, Norfolk, Miami, and Dallas, and the ad ran through the winter of 2016 with little interest. So, I was used to talking to tire-kickers, whether by phone or by email, and conditioned to expect that whoever contacted me was not a serious buyer – I was convinced that I would never be able to sell the Cobra. Then a guy from a classic car dealer from Michigan called and said he was attending a large car auction in Greensboro at the end of February, and asked if he could see the car on the Thursday before the weekend auction. He and his partner flew in to Greensboro, and immediately drove the 100+ miles to my house, and just that fast negotiated a little bit, and bought it – never even sat in it, much less drove it.

Then, I was unable to find the title (though I knew it was here somewhere). We agreed that I'd find it, and deliver it to

them in Greensboro on Saturday morning before the auction. The buyers also agreed to provide tickets (including cocktails) to the auction for Patti and me. So after exchange of title for bank-check, we spent the rest of the day at the auction. That was a first for me (us), and it was a blast. We watched as the buyers of my Cobra proceeded to buy three more cars for their showroom inventory.



This coincided with selling Patti's M-B E320, and replacing it with a newer E350. I was becoming on a first name basis at the DMV!

A major consideration of the sell-off was making room for Patti's car in the garage, and all I had to do was sell off one more car to create that coveted space.

Enter my next-door neighbor – a sweet widow, who, in the meantime, had recruited Patti and me to join her church. Talking to her one day in the side yard, she confided that her son in Chicago had admired my '75 TR6 when visiting next door, and told her to tell me that if I ever sold the TR6, that he wanted to buy it. We communicated by phone and email a couple times, and he concluded that he needed to commit more to college for his



daughter and he declined on the purchase of the TR6. A month later, however, he called me back, dickered a little more, and I sold the TR6, a car that I had said many, many times that I would never sell. He hired a hauler, and inside of a week it was gone!!!

Somehow the emotional connection to these cars was melting away, giving way to practicability. I was thinking thoughts like, "If I need to see cars, I can go to a car show, or an auction!" I was thinking of the liberation of not bleeding a slave cylinder, nor removing, rebuilding, and replacing a transmission (twice!). I got to like the feeling of returning license plates to the DMV, and cancelling insurance policies (and receiving refunds for same in the mail!)

Enter the Mustang! For a couple of years, we've been planning a cross-country road-trip (bucket list item #1), and that trip was supposed to take place in a Mustang convertible, even if we had to rent one. Well, we don't have to rent one – found a 2012 Mustang Convertible with 33,000 miles, still in warranty. At the risk of putting a newer Mustang on the same footing as a classic TR6, I must say that for a little more than what I sold the TR6 for I got a fun car that (knock on wood) is up to the demands of this trip, including A/C, 300 HP, stereo, etc.

GoodBye MGB! While all the wheelin' and dealin' was going on, I was prepping the MGB for sale. I originally bought this car as a flipper, but I really dragged my feet getting it done. There was always something more important to do with my time. But I finally finished installing the carpet, the top, the brakes, and the seats. I had new tires installed. The MGB buyer saw the CL ad in Norfolk, and came with a trailer to pick it up. Now I had 2 cars in the garage, with only the poor Explorer left out in the weather.



WHEW! Now I'm back to selling pieces, parts, and tools. I moved some left-over Cobra parts on the Cobra forum last week, and I want to sell the engine hoist and engine stands locally.

I have to say, I don't know if any of you will find this account of any interest. However, I believe that reaching this point had a lot to do with losing my support system and enablers –

(Continued on Page 12)

Lose 10,000 Lbs. (Continued from Page 11)

CTR. I was associated with CTR for over 15 years (and still am). I appreciate the camaraderie and source of fun and Triumph expertise over the years.

I had ideas that there would be other Triumph clubs, and surely other car clubs. But it's not the same, and it might take 20 years to cultivate even if I tried. Before I retired, I pictured whiling away summers wrenching on cars in the garage with fellow beer-swilling car nuts. Never materialized! I'll just get my car kix from magazines, car shows, auctions, the CTR *Standard*, and whatever I see going down the road. This summer I have substituted building a new boat dock for wrenching on cars.

So, in a big way, I've closed that chapter of great memories. That's not to say I don't peruse Craigslist and Triumph Experience just in case I might find a solid '67 Spit or hear of a divorcee trying to get \$1000 for her ex's lightly used TR6.

Trending with CTR

News of Members in Brief



Stephen Oertwig recently replaced the alternator in his GT6. The original alternator failed on the way home from this year's Britain on the Green. Replacing the alternator was simple enough, but finding the correct size belt proved to be more of a challenge.

Maryland Historic License Plates

Maryland has always been generous in the amount of driving that may be done by vehicles with historical license plates; however, the Maryland Motor Vehicle Administration recently sent out this notice:

“Effective October 1, 2016, Maryland law regarding Historic Motor Vehicles will change. The changes impact how a Historic Motor Vehicle may be operated. A Maryland registered historic vehicle may **no longer** be used for transportation to and from employment, school, or for commercial purposes. In addition, historic vehicles with a model year of 1986 or newer may be subject to safety equipment repair orders issued at roadside by law enforcement.”

“Thank you for your cooperation with this change. Should you have any questions regarding your historic registration, please contact the MVA Customer Service Center at 1-800-950-1MVA or 410-768-7000. You may also contact us via our website at www.mva.maryland.gov.”

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CTR and BOG are on Facebook.

Search Capital Triumph Register and Britain on the Green

Virginia Scottish Games

September 3rd
Christopher Yurasko

The ride on 66 west becomes almost pleasant as the road straightens out as we pass through the gap in Bull Run Mountain near the remains of Chapman's Mill on the way to The Plains, Virginia. Once off the interstate, the route leads down a scenic Virginia byway until we make a left into Great Meadow and the Virginia Scottish Games.

The path from the road is a dusty gravel one that twists and turns pleasantly into the rolling hills of Great Meadow. Before long the distinct tones of the bagpipe can be heard over the gravel bouncing off the wheel covers and the view broadens into an encampment of cars and tents. I pulled up next to a white Rolls Royce and was met by a bevy of MGBs in a range of colors. Before long there were a number of cars and CTR members lined up.

Lionel favored us with a kilted display of his Scottish heritage as well as his recently restored TR6. New member Andy Paine showed off his white TR6 notable for its white instrument cluster. He was parked next to Bruce Metcalf and his TR4A. We also had Al Ames with his silver and black Spitfire, Bob Fox and his TR6, and Tommy, my TR250.

In total there were 24 cars and Triumphs were the best represented with eight. There were five MGBs and one MGB GT, some of which were at the MG and Triumph Test Drive last month. A few Jaguars mostly of newer vintage were present, notably a later model navy E-type coupe and pale green mid '70s XJ sedan. I also counted two Rolls Royces, one Range Rover,



Above: Al Ames, Lionel and Nancy Mitchell, and Bruce Metcalf
Top right: Doug Campbell (left) shows his 1950 Riley RMD
to Bruce Metcalf, Al Ames and Lionel Mitchell



and an old friend; the Riley that won best in show at Britain on the Green 2014 and graced the poster for our 2015 show.

The games themselves were spirited and well attended with many tents for Scottish clans, vendors, and artisans. Attendees had the opportunity to hear live music, watch demonstrations of traditional Scottish fencing and dancing, and enjoy plenty of food. If you couldn't make it out this year, I highly recommend that you attend next Labor Day weekend. Until then, lang may yer lum reek! – May you live long and stay well!

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EVENTS

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

- Sep 17 - Brits by the River, Delaware City, DE
 Sep 17 - 41st Edgar Rohr Antique Car Show, Manassas, VA
 Sep 18 - Classics on the Green, New Kent Winery near Williamsburg, VA
 Sep 24 - MGs on the Rocks, Rocks State Park, Street, MD
 Sep 24 - Running Hare Vineyard Visit *CTR*
 Sep 30-Oct 1 - Shenandoah Valley British Car Festival, Waynesboro, VA
 Oct 3-7 - VTR National Convention, Lake Texoma, TX, *CTR*
 Oct 4 - BOG 2017 Planning Meeting, Arlington, VA
 Oct 9 - Hunt Country Classic, Middleburg, VA, and CTR post-show get together, Haymarket, VA *CTR*
 Oct 14 - Deadline for the October issue of *The Standard*
 Oct 14-16 - American British Reliability Run, West Chester, PA, contact [Bob DeLucia](#) of Delaware Valley Triumphs
 Oct 22 - Treasured Motorcars Car Show and Open House, Reisterstown, MD
 Oct 22 - Wheels for Meals car show, Gainesville, VA
 Oct 30 - Fall Foliage Tour *CTR*
 Nov 4 - CTR Executive Steering Board Meeting, Arlington, VA (date subject to adjustment)
 Nov 11 - Deadline for the November issue of *The Standard*
 Dec 3 - Middleburg, VA, Christmas Parade *CTR*
 Dec 9 - Deadline for the December issue of *The Standard*
 Dec 11 (Tentative) - CTR Holiday Party *CTR*

*** Much More to Come ***

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

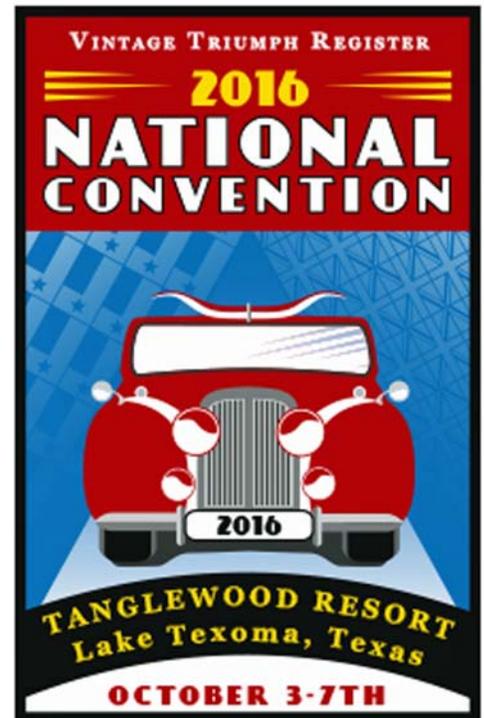


CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier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



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CTR and BOG Regalia

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

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

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

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

site. So, feel free to call him if you want something completely different.

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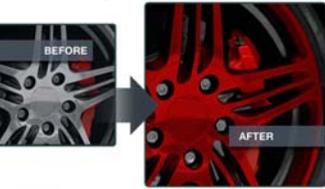
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Leaking Oil Gallery Plug

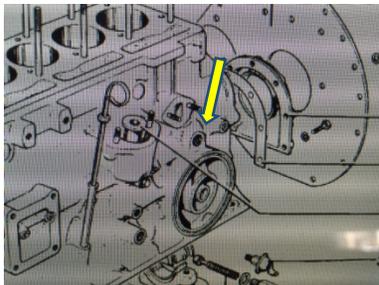
Steve Mumma

Quick Fix!

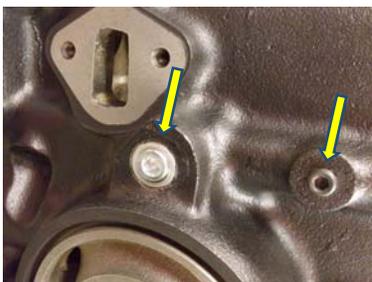
Admittedly I didn't even know that I owned an oil gallery, but all of our LBCs have them. What I did know is that I had a small, but persistent, oil leak – and one which could not be easily isolated. For many years I assumed the leak was a result of just a bad oil filter seal. But eventually I isolated the leak to a small hair line opening between an oil gallery plug and the engine block.



From what I have now learned, the oil gallery is internal to the engine block and provides a passage way for oil to be distributed throughout the engine. Apparently during the manufacturing process openings are required as a means to machine and cleanse the block. Plugs were then used to fill these openings and are typically made of brass or threaded aluminum. Some of these plugs are then "peened" to ensure a seal.



Here is picture of a two adjacent oil gallery plugs. The larger one just above the oil filter opening is one that I eventually determined was the source of my oil leak.



So, what to do now? An approach, which might eventually prove to be the right approach, is to drill or melt out the aluminum plug, which could be quite involved and would involve removal of fuel pump and distributor. The other approach, yes indeed, is no other than JB Weld.

I first shaved off the surface of the plug with a Dremel tool. You can see that this plug is of the type that has been peened.



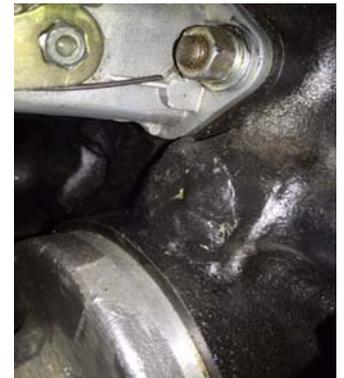
I then thoroughly wiped it down with acetone and applied a small amount of JB Weld putty of the High Heat application type. This type of JB Weld (epoxy) is specifically formulated for cast iron engine block repairs. There are several YouTube videos out there where folks have claimed success sealing cracked engine blocks and cylinder heads with JB Weld.



I then applied some putty over the surface of the plug to ensure the interface between the plug and engine block was completely covered and allowed it to dry for 24 hours,



Next I carefully sanded the putty to give it a smoother surface, and applied black engine paint.



At first I was not certain if this quick-fix approach completely worked, as I initially observed some oil in this location. However, with about 500 miles of driving since the repair there appears to be no oil leak! Well, perhaps Mr. JB Weld may have done the trick, but of course time will tell.....

Please join us for **Our 20th Anniversary** 
Britain on the Green 2017



Save the Date
April 30, 2017




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For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomsotr6@gmail.com

For Sale 1972 Triumph TR6 – One owner car, I have had it since 2004. Over \$32,000 invested, front end rebuilt, new custom dash, interior, carpet, trunk carpet, carbs rebuilt, fuel pump rebuilt, alternator exchanged, gear box and entire clutch rebuilt in 2013. Can provide document with a list of all work done since I purchased the car, and I have all the previous owner's paperwork. \$20,000 or make offer. Contact Craig 703-216-4423



For Sale: Bicentennial 1976 Spitfire...Project; '76 Hi-Comp engine...rebuilt; body off; new floors; blasted/primed/painted frame; new rear bushings, spring, etc.; redone engine; stripped body to bare metal, repaired all, repainted; new rubber; all parts are here; too many projects, need mega bucks for TR4...; located hour south of Winchester, VA, on I-81; major work done...; \$3400/obo; contact Brian at shobud@msn.com

CLASSIFIED

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

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

1980 TR7 Convertible for sale. \$2000 or best offer. 5 Speed. 71,773 original miles. Runs well, lots of new parts installed (shocks, struts, front brake pads, brake master cylinder). Carbs rebuilt last summer. Must sell, just bought another one! Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5719511716.html> Contact Bruce at 410-721-9411.

1980 TR7 Spider convertible disassembled and ready for restoration. \$900 or first reasonable offer. Missing engine and transmission, but I have a Buick 3.8L V6 and automatic transmission I can throw in. John's Cars makes a conversion kit. I can also throw in a rotisserie. Bring a trailer to get all the assorted bits and bobs! (including original Spider rims!) Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5717962880.html> Contact Bruce at 410-721-9411.



(Continued on Page 18)

Classifieds (Continued from Page 17)

For sale: Breathing Air Pump. Painting with automobile clear coat is hazardous, the vapors never leave your lungs. Gauze masks are inadequate, OK for base paints. This is an air pump to supply fresh air from a safe distance, 50 feet. I bought it from a body shop several years ago. I paid \$350.00; I'm asking \$300.00 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



For Sale: Triumph TR8 -- Actual mileage only 62,650. I have had it since Sept. 1991. Over \$35,000 invested, including \$7,000 to purchase and \$10,000 to strip to bare metal & repaint original Midas Gold. New Rimmer Bros. top, interior trim, seats and seat covers, carpets, and trunk mat. Rebuilt trans, clutch, alternator, water pump, A/C compressor. Stainless steel exhaust. Extras: top stowage covers, both original vinyl and a new duck cloth one, factory manual, seat saver covers, Retro Sound, MP-3 capable radio with owner's manual. Asking \$15,000, or make offer. Contact Don Clarke 703-979-7414



For sale 1958 TR3A. Needs a good home. The car is in pretty good condition. My daughter drove it during her wedding in 2008, and I drive it locally often. It has been garage kept, and was recently serviced by Mercer and Woodson Auto in Richmond. Runs very good. Needs a bit of cosmetic work, but is an attractive ride as is. Could use some chrome and paint sometime soon. Interior has a few holes and a tear in the back seat. Although, who could sit back there I don't know. Car is located 20 miles west of Richmond, Va. The asking price is \$12,900 or best offer. Respond with any questions. Contact George Groome at GCG6823@hotmail.com

For sale: 1971 TR6. British Racing Green. Asking \$10,000 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What is a Spider?

The Spider was a special edition of the TR7 produced only for the 1980 model year. Along with other features, it had a black exterior with red trim, grey interior, and alloy wheels. According to the British Motor Industry Heritage Trust (BMIHT) 1,618 Spiders were made with about a third of them having fuel injection to be sold for the California market.



Signs of the Times



Photo credits: Page 1 Stephen Oertwig; Page 6 Stephen Oertwig except top right Art Fournier; Page 7 Stephen Oertwig except bottom left and top right Art Fournier; Page 8 bottom left and right Art Fournier, top right Stephen Oertwig, center right Bob Fox; Page 9 Stephen Oertwig; Pages 10 and 11 Rich Townsend; Page 12 Stephen Oertwig; Page 16 Steve Mumma



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THE STANDARD





THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXVIII, Number 10, October 2016



At the Hunt Country Classic.

From left to right, we have Tim Shalvey, Ho Yong Oertwig, Art Fournier, Cecil Yancy, Lionel Mitchell, Steve Mumma, Rob Thomson, Sandy Thomson, Andrew Stuart, Tom Burke, Bruce Hislop, and Stephen Oertwig.

The day was sunny, windy, and quite chilly, but there was a great turnout of CTR members and, of course, their Triumphs for the 21st annual Hunt Country Classic at the Willoughby Farm near Middleburg, Virginia.

For more on the Hunt Country Classic and the CTR post-show get together, see page 6.

PAGES 1, 6, and 10 - Hunt Country Classic and CTR Get Together; PAGE 2 - From the President; PAGE 3 - BOG 2017 Update; CTR Happenings; PAGE 4 - Fall Foliage Tour; GYHD: TR3A Overheating; PAGE 5 - Bridges, Boilers, Bangers, and Beer; PAGE 10 - Curly's Law; PAGE 11 - Personal Triumphs: A Love Story; PAGE 12 - Running Hare Winery Visit; PAGE 13 - Now and Then; PAGE 14 - Events; PAGE 15 - CTR Regalia; PAGE 16 - Garage Spot: TR6 Rear End Squat; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

Triumph marque redeemed in sports car confusion

Triumphs have been redeemed, at least by those unfamiliar with the name. After the disappointment of finding Triumph not listed in auto parts stores databases, my faith in the GT6 was renewed by a somewhat confused person.

The GT6 is parked in the driveway under a cover. There was a note on the mailbox when I arrived home one night asking if I would consider selling the "Porsche." I only can assume he was talking about the GT6. The value of the GT6 instantly increased.

GT6s are different among Triumphs. The GT styling seems to bring back memories for many people. One guy commented how the GT6 took him back to his younger days when I was out testing the alternator last weekend. My comment to people is I can find them a Triumph to relive those memories. No one has taken the bait yet.

Now is the time to buy a Triumph. I have not seen so many Triumphs on eBay. Remember: You never can have enough Triumphs.

Summer driving season must be over. That's not the case for Capital Triumph Register because we are planning more driving events and Get-Your-Hands-Dirty sessions. Driving season really never ends. We'll be hitting the best roads of the area October 30 for the Fall Foliage Tour.

CTR scored big in *The Vintage Triumph*, newsletter of the Vintage Triumph Register. Art Fournier, esteemed *Standard* editor, scored two full pages of copy and photos in the August/September 2016 issue. Photos were provided by Art and Sharon Edelstein. Scott Thomson's Group 44 tribute GT6 had the dominate photo on the double-truck spread.

Our foliage tour will be a great candidate for the VTR magazine. Let's get a good turnout and bring your cameras.

CTR is a chapter of VTR. CTR members are encouraged to join the Vintage Triumph Register. People ask what the benefits are. One benefit is being able to attend VTR conventions. This is important to know because the 2017 VTR convention will be August 15-20 in Princeton, New Jersey. People are making hotel reservations already because this is expected to be one of the biggest VTR conventions in many years.

CTR was represented at the 2016 VTR convention in Texas. Rich Townsend and Dennis Eckhout were the only CTR members to attend. Thank you Rich and Dennis.

Lionel and Nancy Mitchell deserve a gigantic thank you from CTR members for hosting the annual After Hunt Country Classic Gathering. Don't know if the celebration was a record, but there was a large showing by CTR family and friends at the Mitchell homestead. It is amazing how Nancy and Lionel pull this off with such precision, but it is a great event to see CTR members.

Lionel's house looked like a Triumph dealer because there were so many Triumphs on display. This was a perfect way to close the Hunt Country Classic. CTR had many cars on hand despite the chilly and windy weather. We always have a great spot on the field and attract interest from everyone. I walked the whole field passing out Britain on the Green save-the-date cards reminding everyone about the April 30, 2017 event. Hint: Write this on your calendar.

British car shows depend on the support of all clubs. Preregistration is critical to planning shows because it helps shape the classes. Preregistration also saves a few dollars over the day-of registration. Some CTR members are hesitant to show their cars because they are not ready to compete against the many pristine examples.

That should not be a deterrent to showing your Triumph. There are rewards to letting people see your car. A great example is Andrew McGinley. Andrew took his 250 to Hunt Country Classic. Andrew has made incredible progress on the restoration of the rare Triumph example. No, it is not a 100-point car. It is a car that attracts a lot of interest because it shows people can work on Triumphs. By bringing his 250, Andrew also was able to compare it to the other 250s on display. This helps with details on restoration. Andrew received my Get Dirty award of a bar of Lava hand soap.

Bottom line: If your car runs, show it. If it doesn't run, ask CTR members to help you get it running. I once won an award for "Most need of restoration." No shame there.

It's not all about working on Triumphs for CTR events. The Running Hare winery drive was one event that I had the most fun. It was small gathering, but we told stories and laughed so much. Maybe it was from sampling the beer and wine, but this was a nice time to sit and talk.

Diane Page had the story of the day about car repairs. She told the story of using a pair of panty hose to make a fan belt. We all were more resourceful in our younger days, especially TR3 owners. Add panty hose to your spare kit.

You know my mantra. I have been out driving. I had the 2000 out at Classics on the Green down by Richmond, and we made the Shenandoah Valley British Car Club show in Waynesboro, Virginia. A Triumph Mayflower won the touring class at the Classics show, but we won the Really Neat Car award at the SVBCC show.

The show in Waynesboro was a nice drive through the Virginia countryside because we like to drive on and drive often.



BOG 2017 Update

John Buescher

It is difficult to believe, but next year will be the Twentieth celebration of Britain on the Green. To jump start the planning process for this special BOG, the club held a meeting on October 4th.

The following club members have volunteered their time to plan and coordinate specific areas for BOG 2017:

- ◆ Coordinator – John Buescher
- ◆ Field Marshal and Field Layout – Patrick Carter
- ◆ Publicity – Art Fournier
- ◆ Sponsorship – Mark Shlien
- ◆ Regalia and Awards – Lionel Mitchell
- ◆ Balloting – Tim Shalvey
- ◆ Volunteer Coordinator – Pete Farrell
- ◆ Treasurer – Rich Smalling

However, we are missing a coordinator for Registration who will be responsible for online registration and the manager for day of registration at BOG. If you are interested in leading this important coordinator's position, please contact John Buescher at jbuescher1616@gmail.com.

Awards for BOG 2017 will include those from last year: Best of Show, Best Resto-Mod, Best Survivor, and Best Display. In an effort to celebrate our twentieth show, the planning committee is investigating two new awards- "Hagerty Youth" award and a special 20th Anniversary award. More information will be included in a follow-up article in the newsletter. If you have recommendation for other appropriate awards, please contact Lionel Mitchell at haymarket4@verizon.net.



CTR Happenings

Fall Events

The fall months will be busy ones for CTR. On October 23rd Diane Page will host a Get Your Hands Dirty session to sort out her TR3A's recent overheating issue, on October 30th we will have our annual Fall Foliage Tour, and on November 5th we will have a Bridges, Boilers, Bangers, and Beer tour. Details on each of these may be found on pages 4 and 5 of this issue. On December 3rd we will participate in the Middleburg Christmas Parade and our annual Holiday party is tentatively planned for December 11th.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

Rich Townsend

Long-time CTR stalwart "Rich the T" Townsend finds himself staying with his brother in Dallas, Texas, while recuperating from a medical issue that cropped up while he and Patti were

(Continued on Page 5)

CTR members who have recently renewed their memberships:

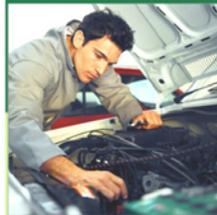
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Fall Foliage Tour

October 30th
Patrick Carter



This week's chilly temps really stirred up the seasonal change. As I write this looking out the window I see the trees beginning to change... Much to my dismay, summer has left us..... The one silver lining to the cloud of cool temperatures is the beauty this season bestows on our area. CTR will once again celebrate the colors of Fall with the Fall Foliage Tour through the Shenandoah Valley on Sunday, October 30th. (A good excuse to put down the leaf blower!)

This is one of CTR's most well-attended events, so why mess with a good thing? Our tour will be similar to last year's which was a bit flubbed by morning showers. We will repeat the morning brunch at Joe's Steakhouse in Front Royal, Virginia, near the northern entrance to Skyline Drive (<http://www.joessteak.com/>). Some details are still being nailed down, but Joe's will provide separate checks.

The group will assemble at NVCC's Manassas Campus at 6901 Sudley Road, Manassas, VA 20109-2305. This is right off the Manassas I-66 exit. Please meet at 9:00 am for the drivers meeting so we can make our scheduled departure at 9:15 am. We plan to take back roads from Manassas/Haymarket to Sperryville, then cross Skyline Drive to a fuel/potty/coffee stop in Luray.

Then we will continue up Fort Valley Road to Front Royal for brunch at Joe's Steakhouse. Fort Valley Road is one of Virginia's best drives for fall views.

After a buffet brunch of prime rib and various other options, participants are free to travel home as a group or individually to your respective destinations.

Please look for the evite soon. Your prompt reply is much appreciated so we can give the restaurant an accurate head count. Please email me at pcarter.dc@gmail.com if you have any questions about the event.

Cheers.

Get Your Hands Dirty: TR3A Overheating October 23rd

Diane Page will host a GYHD session on Sunday, October 23, beginning at 10:00 and running until about 1:00 to look at an overheating issue with her TR3A including the possible replacement of the car's water pump. The GYHD will be at her home: 4619 3rd Street North, Arlington, VA 22203 ("a small colonial with rocks of unusual size in the yard"). Steele Lipe will bring appropriate tools and TR3 expertise. Donuts and burgers will be provided. Here's a chance to learn a bit and help out. Look for and respond to the evite or contact Diane at page11fin@gmail.com



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Our 20th Anniversary



Britain on the Green 2017



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Last Year's "Truck-Load" of Donations!

Bridges, Boilers, Bangers, and Beer

November 5th

Tom Burke

With the kind help of Art F., I am planning a late Fall drive across the counties of Central Maryland. This is a chance to get a last look at the rolling hills and Autumn colors of rural Maryland before the Holidays and cold weather seal our cars away until Spring. We will rendezvous at the McDonalds in Urbana, MD, just off I-270 (exit 26, Route 80) at 9:30 am Saturday, November 5th. From there we will drive north to visit one of the Covered Bridges just off Route 75. (On our test run of the route, we found that two of the three covered bridges in the area had been somewhat damaged by the recent flooding.)



Then we will head east to visit Vintage Restorations in Union Bridge, MD. We will meet the proprietor, John Tokar, tour his restoration shop, and get a look at the 3-3/4 to 1 foot real steam locomotive that he is building from scratch.



From there, we will again head east to Westminster for lunch at O'Lordan's Irish Pub, a delightful restaurant located in an early 19th



century mill building, <http://www.olordansirishpub.com/>

And finally, we will drive south over a few more miles of rolling countryside to arrive at Wardeca Farm Brewery, where we will bid the day adieu in a nice setting of horses and farmland. We should finish at about 4pm.

You will receive an evite soon, and, if you have any questions, please contact me, Tom Burke at tburke4@aol.com.

By the way, Bridges, Boilers, Bangers, and Beer (B4) is in lieu of the CTR Wedge Workshop Weekend (W3) which in turn replaced Triumph Taste, Tech, and Tour (T4) on our November calendar.



CTR and BOG are on Facebook.

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

CTR Happenings (Continued from Page 3)

touring the USA. To provide updates on Rich, Patti has set up a Caring Bridge website account which may be visited at <https://www.caringbridge.org/> and searching for "forRichard" with the password "getwellrich" (and Rich says to disregard the request for donations which was placed by the website rather than by Patti and him). Or if you want to email Rich, contact him at: retownsendjr@gmail.com Rich must be on the road to recovery — he was able to visit the recent VTR national convention near Dallas.

CTR Membership Mailing Address

If you are renewing your membership or joining CTR, please note that our membership chairman, Mark Shlien, has a new mailing address. His new address is shown on the membership form on page 19. (Mark promises that this will be his final move for the foreseeable future.)

2017 CTR Calendar

Are you interested in getting a 2017 CTR calendar for your office, home, or garage? How about seeing pictures of your car on it? This year as you take pictures at CTR events, please send them to Christopher Yurasko for possible inclusion. Send your pictures to: cyurasko@yahoo.com, please indicate in the email that he has permission to use them for the calendar.

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Hunt Country Classic and CTR Post-Show Gathering October 9th, 2016

This was the MG Car Club Washington D.C. Centre's 21st annual Hunt Country Classic, a show held since its inception at the Willoughby Farm delightfully situated near Middleburg, Virginia. The weather for this year's show was a bit odd: heavy rain to the east of the District was intimidating and left doubt as to whether the field would be dry or muddy. Consequently, turnout for the show was on the light side, with an estimated 130 cars on the show field. However, the skies were sunny in the western suburbs and the field was solid. The air was cool and crisp with gusty breezes throughout the day. Triumphs in general and CTR in particular were well represented in six classes. Several CTR members took home trophies: Al Ames won 1st place in the Spitfire/GT6 class, Lionel Mitchell and Ben Cheshire took 2nd and 3rd place honors in the very large TR6 class, Paul Edelstein and Tom Burke finished 1st and 2nd in the TR7/TR8 class, and Stephen Oertwig garnered the 1st place award in the Other Triumph class with his 2000 Mk 2 Saloon. And CTR members Bill Wemhoff took home the 2nd place trophy in the MGA class and Jaime Steve won 2nd place honors in the Austin Healey Sprite category. Once again, our friends in the MG Club did themselves proud with a great show to round off the 2016 season!





Previous page left: Tim Shalvey and Steve Mumma
 Top right: Art Fournier, Ben Cheshire, and Erik Sulcs
 Center right: Bruce Mundie walks the line of TR6s
 Bottom right: Lionel Mitchell with the maple 6



This page left: Tim Shalvet, Steve Mumma, and JoAnne and Sandy Thomson
 Top right: Paul Edelstein, Art Fournier, and Bruce Hislop
 Lower right: Bruce (left) and Loretta Metcalf discuss their TR4



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(Continued on Page 8)

Hunt Country Classic (Continued from Page 7)

There are two British car shows in northern Virginia on the Sunday in Columbus Day weekend: the Hunt Country Classic, of course, and the CTR post-show get together hosted by Nancy and Lionel Mitchell held at their home in Haymarket. Lionel reports that there were 23 British cars in attendance this year. This gathering is always among the best-attended of CTR events. And this year's was no exception: over 40 CTR members, family, and friends enjoyed Lionel and Nancy's hospitality on the wide verandas of their home. A highlight was a preview by artist Joseph Craig English of the commemorative poster for Britain on the Green 2017. The poster for our 20th anniversary show will feature the 2016 Best of Show 1954 Jaguar XK120 FHC owned by J. Michael Kelly. Sincere CTR thanks go to Lionel and Nancy for hosting what is always one of the most looked forward to events on our calendar!





*Previous page top left: Lionel Mitchell calls for attention as Joseph Craig English previews the BOG 2017 poster
Bottom left: Andy Paine and Bruce Mundie
Top right: The Scottish Chef direct from the Food Network
Center right: Tom Burke and Joseph Craig English
Bottom right: Kathy Wemhoff and Camellia Blackwell*

*This page top left: Linda and Michael Harris with Tim Shalvey
Center left: Stephen Oertwig waves from the veranda
Bottom left: Al Ames and Pete Farrell enjoy a meal and good company
Top right: Sherman Taffel, John Puckett, and others socializing during the meal*

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Curly's Law

Pete Philips

If we remember nothing else from the '90s film *City Slickers* it is likely to be Jack Palance, hand rolled cigarette dangling from his lips, holding up one finger. The single digit was to illustrate the "One Thing." It was left to the audience to figure out what the "One Thing" was.

Looking back over three Triumphs, the "One Thing" I did which made the most difference was the upgrade to an alternator. OK, OK if they had not been shod with radials when I took possession, that upgrade would have pushed the alternator into second place.

(If you think "whitewalls" to be "the One Thing" read no further and take solace in knowing there is help available; there are programs for people like you. If have nothing more than a check-book in your toolbox or drive your faithful steed only on and off a trailer, this article may not be for you.)

By way of disclaimer though handy I am at best a functional illiterate where electricity is concerned. Add to that color-blindness and my excuses for avoiding wiring abound. With that said, I did the conversion on my recent 4A in a morning. It worked flawlessly and did so more a number of years and many thousands of miles.

Everything just seems to work better with ample juice regardless of engine speed. At night, in the rain, the insanely powerful relay-equipped Cibie lamps were bright, the defroster fan did its best imitation of a heathy hamster blowing through a straw, the wipers were steady and the transistor-sister played its heart out. Such was not the case with the original 20 amp Lucas antediluvian original equipment.

Countless articles, some cautionary, are out there to tell you how to effect this change. Heck, the Brits sell kits, though all the ones I saw had alternators of unknown origin and only 45 amps. Gimme a Delco with at least 65 amps and life is good.

Frankly it was more the mechanical part which gave me pause. In actual fact it was simple straightforward wrenching easily done with a good bench grinder at hand and a hardware store in town. I took the opportunity to switch to a narrow belt.

If I spent \$100, I'd be surprised; that included a TR6 voltmeter which I fitted in place of the ammeter. Using the original bezel, only a real nitpicker would have spotted that the needle pointed up while the rest pointed down.

Still wary? This is where a club comes in handy. Why repeat the mistakes made by folks happy to roll up their sleeves and give you a hand? In my case, I went and looked at what another guy had done. He being an engineer I felt comfy copying everything

he did. By way of attribution he was the one who suggested the TR6 voltmeter with a TR4 bezel.

My own summary note of caution If you run the battery down, charge it. If you ask the charging system to do the job, your "One Thing" may be a fire extinguisher; the wire is not sized with a powerful electricity producer pushing back through it.

CTR Triumph Trophy Winners at the Hunt Country Classic



Paul Edelstein
1st TR7/TR8



Lionel Mitchell
2nd TR6



Tom Burke
2nd TR7/TR8



Ben Cheshire
3rd TR6



Al Ames
1st Spitfire/GT6



Stephen Oertwig
1st Other Triumph

Award recipients are shown with Chris Kintner, president of the MG Car Club Washington D.C. Centre

Personal Triumphs: A Love Story...

No, not the Triumph (Well, OK Maybe the Triumph)

Pete Farrell

Young and naive, just finished four years in Navy patrol aircraft seeing the world or at least the part that included Vietnam and Iceland. Went to look for a car and found a used 1971 TR6. Told the dealer I only had "...this much to spend." Son of a gun if that wasn't the exact price of the TR. What a coincidence huh?

College student, full time work, and no garage for my precious Triumph. And oh the adventures we had. Once it seemed to catch on fire on the interstate...smoke everywhere, but was just another huge oil leak. After a run from Richmond to my mother's house at 70 mph, we went to back out of the drive and the right front wheel broke off (fulcrum bracket sheered off). And then there was the wheel bearing that had to be changed in the snow. The final straw was trying to start it by pushing it down a slight hill and jumping in to pop the clutch. Maybe an Olympic gymnast could have done that, but not me. Yes, it had to go, but not our love of Triumphs.



Circa 1974. Our dating car pictured in Alde, Virginia.

Jump forward to 2012 and I casually started looking for a TR6. Didn't know about the Capital Triumph Register (certainly wish I had), but saw a beauty on eBay. Powder blue, in Colorado. Showed the picture to Lenore who immediately said let's buy it. Unfortunately someone had just bought it for a wad of cash.

Saw an ad for a TR6 at a shop in Upperville, Virginia. A 1972. We were headed to Winchester on a parts run for her chipper so we could stop by to check it out. At the shop we couldn't have been two more gleeful (old) teenagers. Wow, look at the Range Rover! Oh man, these Morgans are great. What a great Jag. And there SHE was! The TR, dark blue and looking beau-

tiful. The shop manager wasn't there but the mechanics said they would let him know we stopped by to drive it.

Lunch and wine in Winchester, heading home when the cell phone rang. What was our bid? Gave the shop manger a number. Another guy bid higher but, oh what the heck. We could have it because the other guy was a jerk and the mechanics had told the shop manager what great owners we would be.

So here we are with our "new" 1972 TR6 at the MG Hunt Country Show in 2015, still married 41 years later, and very proud CTR members.

So it is a love story.



And before you ask, "Of course I meant you, dear. That TR6 is just a car."



Treasured Motorcar Services will hold a fall car show and open house on Saturday, October 22nd, from 9:00 AM to 3:00 PM. The rain date is October 30th. The event is open to all makes and models. Tours of their facility will be given.

Treasured Motorcar Services is located at 12340 Owings Mills Blvd, Reisterstown, MD 21136. For more information, call 410-833-2329 or go to www.treasuredmotorcars.com

Running Hare Vineyard Visit

September 24th
Art Fournier

Maryland, especially Southern Maryland, isn't known for its wineries. Putting state rivalry aside, Virginia's wineries are longer established and its climate better suited to wine production. And, again to be honest, Virginia has some fine roads. However, CTR took advantage of some very nice country roads to visit the Running Hare Vineyard near Prince Frederick, Maryland, on September 24th. Beginning in Upper Marlboro we headed south through Calvert County via Lower Marlboro (yes, there is such a place) to the winery. On weekends, Running Hare Vineyard offers tastings of not only their wines, but craft beers from Calvert Brewery. Their outdoor tasting rooms are situated in an extensive picnic area with tables shaded by trees and umbrellas centered on a stage with live music. While a food vendor is on site on weekends, we elected to bring picnic lunches to enjoy while sampling the local wines and beers.

CTR's contingent was on the small side – Art Fournier, Bob Fox, Helen Onufrak, Stephen and Ho Yong Oertwig, Diane Page, and John Toniolli – however, everyone enjoyed the roads, the beverages, and especially the camaraderie. A visit to yet another small winery is in the works for 2017, so plan to join us as we explore the byways of the national capital region!

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Now and Then CTR Members' Memories



*What a difference a quarter century makes!
Stephen Oertwig with his Triumph 2000 Mk 2 Saloon
at the 2016 Hunt Country Classic (above)
and at the Lars Anderson Museum in 1989 (below)!*



*Previous page left: Stephen and Ho Yong Oertwig and Bob Fox
Top right: John Toniolli, Bob Fox, and Art Fournier
Bottom right: The group starting out: John Toniolli,
Stephen Oertwig, Bob Fox, Ho Yong Oertwig, Diane Page,
and Helen Onufrak*

*This page top left: Stephen and Ho Yong Oertwig, Helen Onufrak,
Art Fournier, and Diane Page
Bottom left: Enjoying a picnic lunch and the fruits of the vine
Top right: Bob Fox in his non-Triumph Corvette
and Stephen "Rock Star" Oertwig*

EVENTS

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

- Oct 14-16 - American British Reliability Run, West Chester, PA, contact [Bob DeLucia](#) of Delaware Valley Triumphs
- Oct 22 - Treasured Motorcars Car Show and Open House, Reisterstown, MD
- Oct 22 - Wheels for Meals car show, Gainesville, VA
- Oct 23 - TR3 Overheating GYHD Session, Arlington, VA *CTR*
- Oct 30 - Fall Foliage Tour *CTR*
- Nov 5 - Bridges, Boilers, Bangers, and Beer, Urbana, MD *CTR*
- Nov 8 (Corrected Date) - CTR Executive Steering Board Meeting, Arlington, VA
- Nov 11 - Deadline for the November issue of *The Standard*
- Dec 3 - Middleburg, VA, Christmas Parade *CTR*
- Dec 9 - Deadline for the December issue of *The Standard*
- Dec 11 (Tentative) - CTR Holiday Party *CTR*
- Jan 10 - CTR Executive Steering Board Meeting, Arlington, VA
- Jan 13 - Deadline for the January issue of *The Standard*
- Jan TBD - CTR Awards Brunch *CTR*
- Feb TBD - CTR Winter Dinner *CTR*
- Apr 30 - Britain on the Green at Gunston Hall, Lorton, VA *CTR*

*** Much More to Come ***

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



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



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

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

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

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

site. So, feel free to call him if you want something completely different.

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

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TR6 Rear End Squat *

Steve Mumma

Quick Fix!

Like many TR6 owners, I was not satisfied with my stock ride height and rear end squat as I accelerated through the gears. So, last year I installed a set of Richard Good competition grade springs. As advertised these new springs lowered my ride height approximately 1" from stock, and provided a firmer ride and better handling. Special thanks goes out to CTR pit crew members, Mark Shlien and Lionel Mitchell who led the installation.

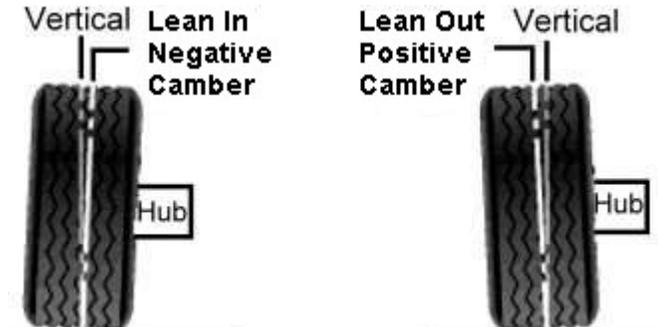


Here is a before and after comparison the rear deck height after Richard Good spring installation, which is most noticeable by the reduction in wheelwell-to-tire clearance.



Not too dramatic of a change, but after a few hundred miles the ride did lower approximately 1", right where I wanted it. Unfortunately, when installing the new springs I did not install new spring packing, and proceeded to reinstall the original 43 year-old packing, not giving it much thought at the time. However, in less than a year, I began to notice negative camber in both rear wheels. A little negative camber is expected with the TR6's IRS, but this became more noticeable with miles. Based on my research (credit to Buckeye Triumph's technical articles at <http://www.buckeyetriumphs.org>, the best source of information on this topic that I could find), I learned that the camber can be adjusted by manipulating the configuration of the trailing arm mounting

brackets and through the use of the spacers under the springs. The most common camber misalignment is excess negative camber, where the wheel leans in towards the center of the car (you may recall VWs in the same era exhibited this tendency).

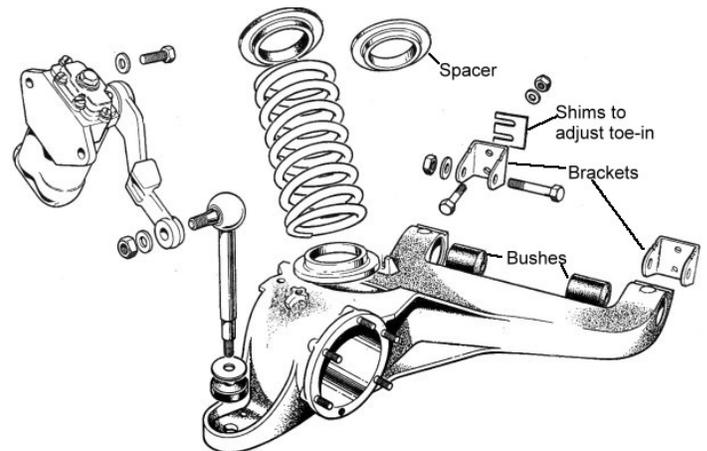


The Buckeye technical article lists five possible causes of excess negative camber:

1. Severely sagging or broken frame.
2. Worn out trailing arm bushes.
3. Broken trailing arm mounting brackets.
4. Weak or *too short replacement springs* (this is likely the source of my negative camber).
5. Misalignment of the trailing arm mounting brackets or frame cross member to which they attach.

The article also mentioned that the factory's recommended use of spacers under the springs is the standard way to correct negative rear suspension camber, as a spacer will have the exactly the same effect on the camber as moving the bush axis height, which is a much more involved process (of course unless you have installed Richard Goods' adjustable trailing arm brackets. I believe several CTR members have these brackets installed with excellent results).

However, as my "quick fix," I selected replacement of the spring packing (i.e. a collar/spacer) option to correct my negative camber situation. To do otherwise would have been much more involved and required removal of the trailing arm. For the spring collars/spacers, I selected the 12mm flange SuperPro® polyurethane collars for the lower packing, and stock 7mm flange rubber collars for the upper packing.





The results: Spring height with old packing is approximately 11"; with new packing 11.5".



FLASHBACK ALERT: Lionel helping install my engine and tranny several years ago!

Although difficult to see in the picture to the right above, but as expected, the ride height is about 1/2 higher with the new packing collars due to the thicker flanges, and most importantly I now have neutral camber on both rear wheels. I also took advantage "while I was in there" to insert a few shims behind the outside trailing arm bracket to correct a "toe-in" problem.

*All references to rear end squat or sag are not a reflection of the physical attributes of the owner, but of the owner's vehicle.

CLASSIFIED

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

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

1980 TR7 Convertible for sale. \$2000 or best offer. 5 Speed. 71,773 original miles. Runs well, lots of new parts installed (shocks, struts, front brake pads, brake master cylinder). Carbs rebuilt last summer. Must sell, just bought another one! Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5719511716.html> Contact Bruce at 410-721-9411.

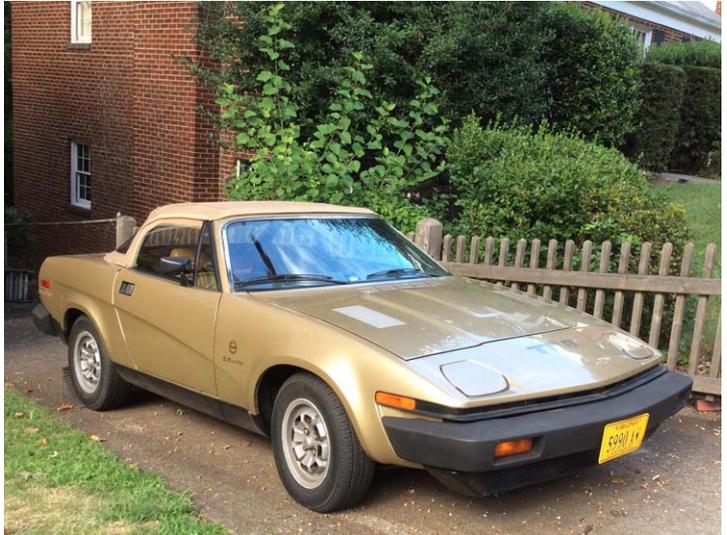
1980 TR7 Spider convertible disassembled and ready for restoration. \$900 or first reasonable offer. Missing engine and transmission, but I have a Buick 3.8L V6 and automatic transmission I can throw in. John's Cars makes a conversion kit. I can also throw in a rotisserie. Bring a trailer to get all the assorted bits and bobs! (including original Spider rims!) Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5717962880.html> Contact Bruce at 410-721-9411.

For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomsotr6@gmail.com

For sale: Breathing Air Pump. Painting with automobile clear coat is hazardous, the vapors never leave your lungs. Gauze masks are inadequate, OK for base paints. This is an air pump to supply fresh air from a safe distance, 50 feet. I bought it from a body shop several years ago. I paid \$350.00; I'm asking \$300.00 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



For Sale: Triumph TR8 -- Actual mileage only 62,650. I have had it since Sept. 1991. Over \$35,000 invested, including \$7,000 to purchase and \$10,000 to strip to bare metal & repaint original Midas Gold. New Rimmer Bros. top, interior trim, seats and seat covers, carpets, and trunk mat. Rebuilt trans, clutch, alternator, water pump, A/C compressor. Stainless steel exhaust. Extras: top stowage covers, both original vinyl and a new duck cloth one, factory manual, seat saver covers, Retro Sound, MP-3 capable radio with owner's manual. Asking \$15,000, or make offer. Contact Don Clarke 703-979-7414



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- Spitfire	Al Ames	540-742-0700	alames@embarqmail.com
- GT6 & 2000 Saloon	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
- Herald & 2000 Sedan	Stephen Oertwig	660-422-2908	oertwig@mac.com
- Stag	Glenn Minucci Paul Scuderi	240-577-5256 240-876-7222	gminucci@yahoo.com trsix_guy@yahoo.com
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THE STANDARD

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Newest Address!

Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What is the connection between the Dolly Sprint engine and the TR7?

The TR7 was raced in the Rally series by British Leyland from 1976 to 1980. It initially used the 16-valve Dolomite Sprint engine and later switched to the Rover V8. This addition of the Rover V8 engine led to the creation of the TR8.



Signs of the Times



Photo credits: Page 1 Stephen Oertwig; Page 4 Patrick Carter; page 5 Tom Burke; Page 6 Stephen Oertwig except bottom left Art Fournier; Page 7 Art Fournier except Stephen Oertwig top and center right and Pete Farrell center right; Page 8 Sharon Edelstein top right, Stephen Oertwig center, Art Fournier bottom; Page 9 Stephen Oertwig top, Sharon Edelstein center left, Art Fournier bottom; Page 10 Stephen Oertwig; Page 11 Pete Farrell; Page 12 Art Fournier except Stephen Oertwig top right; Page 13 Stephen Oertwig except Art Fournier top and center left; Pages 16 and 17 Steve Mumma



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THE STANDARD





THE STANDARD

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Volume XXVIII, Number 11, November 2016



Triumphs chase each other on the Fall Foliage Tour through the Shenandoah on October 30th.

For more on the tour, see page 6.

PAGES 1 and 6 - Fall Foliage Tour; PAGE 2 - From the President; CTR Happenings; PAGE 3 - CTR Membership Dues Change; PAGE 4 - Middleburg Christmas Parade; CTR Holiday Party; PAGE 5 - Britain on the Green 2017 Update; PAGE 10 - Bridges, Boilers, Bangers, and Beer; PAGE 14 - Events; PAGE 15 - CTR Regalia; PAGE 16 - GYHD: TR3A Overheating; PAGE 17 - They're Out There; Trending with CTR; PAGE 18 - Classified; PAGE 19 - Club Info; PAGE 20 - Odds and Ends



From the President

By Stephen Oertwig

Season heating up for CTR members

It is heating up for Capital Triumph Register members. Despite the approaching winter blizzards and bone-chilling temperatures, there are many events that will warm the hearts of CTR friends.

Driving events are the foundation of what CTR does. Our October 30 fall foliage tour was the largest in many seasons and was a great driving adventure for all, including CTR's president who got lost. Luckily, Patrick Carter planned an expert route to Joe's in Front Royal and we were in good spirits when we joined everyone. Thank you, Patrick, for a drive everyone enjoys and thank you to all who attended. Your participation is valued.

We missed the 4BT – Bridges, Boilers, Bangers, and Beer Tour – led by Tom Burke November 5. This was an event that had members of the Morgan owners club participating. CTR is looking to expand joint activities with other area British car clubs. This is paramount to keeping spirit of British car ownership alive. It is not about the cars so much as it is about meeting all the people who drive British cars.

I once read that if two British car owners meet, they will form a club. CTR is fortunate that we have a robust membership so that we remain a Triumph club. Many areas do not have enough Triumphs to support a single marque club and end up as an all-British organization. I've been in two clubs that were that category.

Planning events around the needs of Triumph owners is important for CTR. November's Executive Steering Board meeting focused on planning upcoming events. Plans are being finalized for the holiday party in December, awards ceremony in January and the winter luncheon in February. Full details are in this Standard.

Planning for Britain on the Green 2017 started at the October ESB meeting, and dominated discussion at the November meeting. Formal planning begins in January with the Britain on the Green kickoff meeting at Gunston Hall. Britain on the Green 2017 is scheduled April 30.

This is the 20th anniversary of Britain on the Green. John Buescher, event chairman, is seeking ideas for ways to commemorate this emerald anniversary. Please let John know your ideas to mark the occasion and attend the January meeting. We still are looking for a British car to highlight. Here is something to remind you of 20 years ago: Petrol was \$1.11 a gallon.

The GT6 continues to be the subject of misinformation and curiosity. A guy sitting next to me when I was driving the GT6 asked if it was an Opel. This is an insult after it being called a Porsche.

My insurance company also insulted my pride in Triumphs. The fall foliage tour was the debut of my latest 2000 acquisition. Many people knew the car because it was purchased from a fellow CTR member. You realize how close a group is when we starting buying cars from each other.

Matt Schipani casually asked at the MG and Triumph test drive if I wanted his 2000 from New Zealand. That is like asking a child if he wants ice cream. Matt is restoring an elegant Daimler and had not been driving the 2000 much, so I couldn't resist the opportunity to increase Triumph inventory.

When I asked the insurance company to cover it under classic car rates, I had to submit photos. However, the insurance company broke my heart when it said that the poor condition of the 2000 eliminated it from reduced rates. I don't mind winning "most need of restoration" awards, but it hurts when the insurance company says your Triumph is not up to its standards.

It doesn't matter to me because but driving my "new," right-hand-steer, assembled from complete knock-down kit in New Zealand, Triumph 2000 that has been converted from automatic to manual transmission is better than driving mundane cars. As the saying goes: Life is too short to drive boring cars.

I intend to drive on and drive often in the new Big Six. I'll be looking for you on the roads of life as you drive on and drive often.



CTR Happenings

Winter Events

After several great events in the fall, CTR is continuing a busy schedule for the winter months.

In December, we have two events planned: participation in the Middleburg, Virginia, Christmas Parade on the 3rd and the annual CTR Holiday Party to be held on the 11th at Tom and Mary Burke's home in Laytonsville, Maryland. Details on both events are on page 4 and evites will be out soon.

In January, the Britain on the Green Kick Off meeting is planned for the 21st at Gunston Hall and the annual CTR Awards Brunch will be held on the 22nd at Chad's in Friendship Heights in Northwest DC near the Maryland line.

In February, we are planning our annual trip to the Washington Auto show for Friday the 3rd and our annual Winter luncheon for the 12th at the Irish Inn at Glen Echo. Also in February, JP

Puckett is planning to host a Get Your Hands Dirty (GYHD) session in his garage in Ashburn, Virginia, to see what needs to be done to get one of his TR3As roadworthy. In late February or early March we plan to attend the "Best of Britain" show at the Simeone Museum near Philadelphia. This year the show will focus on AC cars.

We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

CTR Membership Mailing Address

If you are renewing your membership or joining CTR, please note that our membership chairman, Mark Shlien, has a new mailing address. His new address is shown on the membership form on page 19. (Mark promises that this will be his final move for the foreseeable future.)

2017 CTR Calendar

Are you interested in getting a 2017 CTR calendar for your office, home, or garage? How about seeing pictures of your car on it? This year as you take pictures at CTR events, please send them to Christopher Yurasko for possible inclusion. Send your pictures to: cyurasko@yahoo.com, please indicate in the email that he has permission to use them for the calendar.

CTR Membership Dues Change

The Capital Triumph Register's Executive Steering Board (ESB) approved a dues increase effective January 1, 2017. Rising postal and printing costs have made the cost of providing the printed newsletter to some members significantly more costly than their actual annual membership fees. In effect, the cost of providing the printed and mailed version to those members is being subsidized by the members who choose the email version. So, in fairness to everyone (and rather than just discontinue the print version), it was decided to set up a two-tier membership plan, so those who prefer the printed and mailed newsletter can still receive it while the printing and mailing costs are distributed more equitably.

It was voted that a \$5 per year increase would only apply to those who elect to receive the newsletter in paper (hard copy) format. The new rates are: \$25 for electronic newsletter and \$30 for paper newsletter for one year memberships and \$40 for electronic newsletter and \$50 for paper newsletter for two year memberships.

The increase is to encourage members to receive the newsletter in electronic format since the printing and postage cost for

paper newsletters is about \$3 per issue mailed which equates to as much as \$36 for 12 issues.

Additionally, we encourage members to renew for two years, rather than one, to save money and reduce CTR's administrative workload. If your membership is up for renewal soon, you may want to renew early to avoid the cost increase.

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Please welcome CTR's newest members:

- ◆ Carlos Valdes-Dapena of Vienna, Virginia, who drives a TR3A
- ◆ Don Bonsteel of Catonsville, Maryland, who is currently looking for a Triumph

Along with these members who have recently renewed their CTR memberships:

- ◆ Gregg Bachner
- ◆ Michael Harris

Middleburg Christmas Parade

December 3rd
Lionel Mitchell



Join fellow CTR members in the Middleburg, VA, Christmas Parade on Saturday, December 3rd. Be sure to dress warmly. On the day of the parade you have two options. Meet at the Wal-Mart parking lot in Haymarket near the intersection of Routes VA 55 and US 15 (near the Sheetz gas station) at 10:30 AM, then motor over back roads through The Plains to Middleburg. Or meet us separately at the American Legion Post building on Route 626 in Middleburg where the parade lines up. Folks are free to drive separately and meet us there but should be forewarned that traffic will be very congested getting into town, especially coming west on US 50. Lunch is on your own or with the group in Middleburg. The parade steps off at 2:00 PM. For those interested, there will be a return drive to Haymarket over challenging roads.

In the event of inclement weather, our participation is cancelled. As you might recall, our participation was cancelled in 2014 due to rain. So, you might want to write a letter to Santa asking for good weather this year.

More information on the Christmas Parade may be found at: <http://www.christmasinmiddleburg.org/> An evite will be sent out soon. Please sign up on the evite when you receive it or contact Lionel Mitchell with questions.

One of the reasons for participating in this parade is for the exposure for the club and our Britain on the Green car show. Many of us use the CTR door magnets on our cars during the parade. This is an excellent way to show the crowd who we are. I've heard comments from people in the crowd when they see the magnets. If you're attending the parade and want to get a pair of the magnets, we will have them for sale at the parade. A pair of the magnets is \$18 from Patrick Carter (see below).

Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8"x12" to fit even the smallest TR3 door!!! \$18 for the pair - contact Patrick Carter (202-285-7031) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.



CTR Holiday Party

December 11th
Tom Burke



Once again, it is time for CTR's annual Holiday gathering, when we share food, drink, companionship, and, of course, the joy of sticking it to each other with gifts of dubious value. The Party will be held this year at the Burke Residence in Laytonsville, MD. Turkey, Ham, and drinks will be provided, and, in the spirit of the season, we ask kindly that guests bring an appetizer, side dish, or dessert, based on your last name initial as follows:

- ◆ A through H please bring a side dish or salad
- ◆ I through Q please to bring a dessert
- ◆ R through Z please to bring an appetizer

Please RSVP no later than December 4th to tburke4@aol.com or 703-354-1361 with your dish selections (or any questions) so we can properly coordinate the menu. An evite will be sent out as well, so you can easily RSVP and, if you wish, post your dinner items via that method.

Here are the details for the event:

When: Sunday, December 11 starting at 2:00 pm.

Where: The Burke Residence, 21710 Laytonsville Road, Laytonsville, MD 20882 (White house, Green roof, White picket fence).

The Gift Exchange: If you wish to participate, please bring a gift, valued at no more than \$10 to \$15. Said gift can be thoughtful, useful, car-oriented, a keepsake to be cherished always, or plainly none of those things. Be prepared to find out that your fellow club members, whom you thought to be kind-hearted and generous, will blithely deprive you of a fine metric/SAE socket set and leave you with a set of four Pennsylvania Dutch ceramic napkin rings. It's a lot of laughs (and you already had a socket set, anyway.)



There is parking available in the drive or in the church lot next door. Again, if you have any questions, please call Tom Burke at 703-354-1361. Whether you are new to CTR or a long-time member, this is a great way to meet new people, see old friends, and get the Holiday season started. We look forward to seeing all y'all.



CTR and BOG are on Facebook.

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



BOG 2017 Update

John Buescher

At the October Executive Steering Board meeting, we reviewed the status of planning for BOG 2017. RJ Fortwengler volunteered to plan and coordinate “Special” BOG 2017 awards. Two awards are being considered - “Hagerty Youth” award and a special 20th Anniversary award. The “Hagerty Youth” award is interesting as a group of young car enthusiasts will judge a group of BOG show cars.

A draft of the BOG 2017 poster depicting last year’s Best of Show winning automobile, a 1954 Jaguar XK120 FHC owned by J. Michael Kelly, was displayed by the artist Joseph Craig English at the post Hunt Country Classic party at Lionel Mitchell’s home. The poster is expected to be finalized soon.



Additionally, a new BOG 2017 logo was recently developed. Window/windshield decals of the logo will be available at BOG. The BOG planning committee decided to modify the existing BOG logo and insert “20th Anniversary 1998 – 2017” beneath the existing logo as shown below:



Last year, our publicity coordinator, Art Fournier, sent information packages to advertise the BOG to these newspapers:

Regional Papers:

- ◆ Washington Post - Weekender Contacts – about one month prior to BOG

Local Papers:

- ◆ Prince William Today
- ◆ Fredericksburg Free Lance-Star Weekender
- ◆ Bull Run Observer
- ◆ Southern Maryland News
 - Calvert Recorder
 - Maryland Independent (Charles County)
 - St. Mary’s Enterprise

If you can identify additional local newspaper which will publicize BOG, please contact Art at artfournier@comcast.net. We’re especially interested in local papers with automotive sections that list upcoming car-related events.



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Before and After Photos of Dent Repairs



Fall Foliage Tour

October 30th

Patrick Carter

I would like to thank everyone who attended the Fall Foliage Tour On Sunday, October 30th. We had a total of 32 cars and 45 people. Of the cars in attendance; 25 were Triumphs: a TR3A, a TR4, a TR250, nine TR6s, three TR7s, a TR8, five Spitfires, three GT6s, and a 2000 Saloon.

The weather was a major contributor to the large turnout at this event. Temperatures reached the 80s in the afternoon. This year's warmer fall also meant there were plenty of leaves still on the trees. The 115 mile drive started in Manassas on the NVCC Campus and we headed west to Flint Hill on back country roads. Near Flint Hill we hopped on VA-211 thru Sperryville then up and over Thornton Gap on some twisty roads then down into Luray for a pit stop.

After adding liquids to our cars and relieving liquids from ourselves, we headed north-east to Front Royal via Fort Valley Rd led by Al and Eleanor Ames. I discovered Fort Valley Road about 14 years ago on my Ducati while attending a fall foliage ride with a group of other motorcycle riders. Ever since, I have tried to make it a yearly tradition. In early 2011 I proposed a Fall Foliage Tour to the ESB which was met with enthusiasm. Though the details of the route change *almost* every year; a trip up or down Fort Valley Rd is always included. It is one of the best driving roads in the region. This was illustrated by all the groups of motorcycles we passed.

When weather cooperates, each year this event draws more and more people in the club. As the number of participants climbs, I try and find routes that allow us to keep the group together more easily; (less traffic roads, less stop signs and lights, less turns, etc.) I welcome any suggestions from the club to change the route or dining choices. After 5 years, there are only so many ways to get to and from Fort Valley Road. Please email your thoughts or suggestions to me at pcarter.dc@gmail.com.



The event officially concluded with brunch at Joe's Steakhouse in Front Royal. Unfortunately a few drivers missed a turn but, arrived at Joe's about 15 minutes after the group. We are all glad they found their way! After brunch, everyone left at their own pace and route back home. Some choose to caravan a certain distance and to my knowledge; no major mechanical mishaps this year, at least among the Triumphs!

I think all in all, the 2016 Fall Foliage Tour was one of the best. Thanks to everyone who came to enjoy their cars, the colors, the roads and most of all their friends in CTR! I enjoyed every click of the 202.7 miles on my odometer!



*Left: Patrick Carter holds a drivers' meeting to bring order to chaos
Above top: Bruce Mundie, Pete and Lenore Farrell,
and Loretta Metcalf
Above: Stan Olownia, Steele Lipe, and Richard Pace*



More Fall Foliage Tour photos on pages 8 and 9



Top left: Tom Burke and Greg Bachner ready to roll
 Center: And away we go!
 Above: Matt Schipani and Lionel Mitchell
 Top right: Pete Farrell and Steve Mumma



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Fall Foliage Tour Continued from Page 7



**Top: On the road near Flint Hill
Center: Jay Christopher, Eleanor and Al Ames, and Patrick Carter
at the rest stop near Luray
Bottom: Stan Olownia's and Stephen Prior's TR7s**

**Top: Jason Wolff enjoying his Spitfire
Center: On the road to the Shenandoah
Bottom: Art Fournier waves to the camera**



*Top left: Country roads and Triumphs - life is good!
 Center: Oops, we're not lost; we just missed a turn!
 Bottom: Admiring the Triumphs in Front Royal
 Top right: Eat at Joe's, Joe's Steak House in Front Royal, that is*



Along for the ride on the 2016 Fall Foliage Tour were: Kelly and Emily Alford, Al and Eleanor Ames, Gregg Bachner, Tom Burke, Patrick Carter (our host), Ben Cheshire, Jay Christopher, Tim Cornish, Jay and Maureen Donn, Paul and Sharon Edelstein, Pete and Lenore Farrell, Joe Foster and Kathleen Keightley, Art Fournier, Bob Fox, Steele Lipe and Patricia Daly-Lipe, Andrew McGinley, Bruce and Loretta Metcalf, Glenn Minucci, Lionel and Nancy Mitchell, Jim Moscardini, Steve Mumma, Bruce Mundie, Stephen and Ho Yong Oertwig, Stan and Anna Olownia, Richard Pace, John and Ethan Puckett, Georgia Rogers, Matt Schipani, Carter and Emily Sensabaugh, Scott Smith, and Jason Wolff

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Bridges, Boilers, Bangers, and Beer

November 5th

Tom Burke

CTR combined forces with the Morgan Car Club of Washington DC for a final fall drive, in great weather, through the rolling farmland of Frederick and Carroll Counties in Maryland. About five Triumphs, three Morgans, and an assortment of daily drivers set out from Urbana early on November 5th. As the title implies, we began by visiting the “Loy’s Station Covered Bridge,” near Detour. The bridge crosses Owens Creek in a pretty setting and we were able to stop for a few pictures. Then, for the “Boiler” stage, we headed east to Union Bridge where we visited Vintage Restorations, a busy shop that specializes in British cars. John Tokar and his daughter, Laurel showed us around the premises and we got to get a close look at the 3-3/4 inch to 1 foot scale fully functional steam locomotive that John is building from scratch. It is a stunning testament to the fact that there are hobbies even crazier than British cars. We pressed on to Westminster where we had a relaxing lunch (Irish sausages are called “bangers” because... well, never mind...) at O’Lordan’s Irish Pub. After lunch, we set forth again through some lovely fall colors and nice country roads to end up at the Waredeca Farm Brewery near Laytonsville where we toasted the end of an enjoyable and alliterative day on the road with their very smooth craft “Beers.” The Morgan folks were a lot of fun to hang out with and it was a pleasure to see their lovely cars. We want to thank John Tokar for his cooperation and hospitality as well. Despite all the Bs, I think it was an A+ day!



*Above: Jay Donn and Dave Rohrer talk Spitfires
Top right: Bob Fox ready to cross the Loy’s Station Covered Bridge
Center: Triumphs, Morgans, and a few other cars at Loy’s Station
Bottom: Checking out some of the projects at Vintage Restorations*



CTR members who took part in the B4 Tour were: Tom and Mary Burke (our hosts), Jay and Maureen Donn, Paul and Sharon Edelstein, Art Fournier, Bob Fox, Bruce and Miriam Hislop, Jim Moscardini, Ben and Susan Pontano, and Dave Rohrer



More B4 photos on page 12

Top left: "Butchering & Breakfast" must be a northern Maryland specialty
 Center: A Jaguar XK150 coupe at Vintage Restorations
 Bottom: Ben and Susan Pontano chat with Tom Burke
 Top right: John Tokar shows off his steam locomotive
 Bottom: Paul Edelstein and Tom Burke looking at a '60s Chevrolet being rebuilt pretty much from scratch

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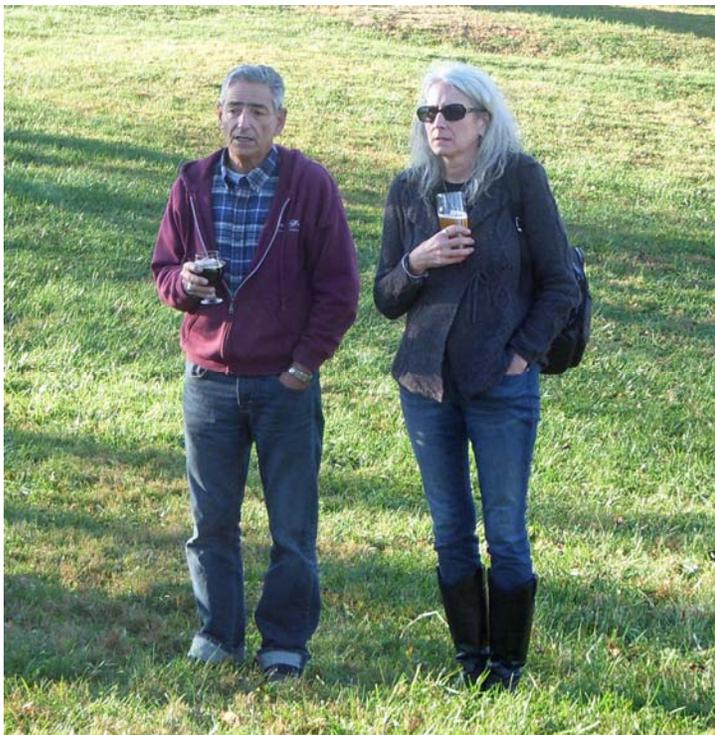


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Bridges (Continued from Page 11)



As a follow up to the visit to Vintage Restorations, Tom Burke presented John Tokar (left) a CTR Certificate of Appreciation to thank him for his time and hospitality. Tom also gave John a copy of the "Haynes Steam Locomotive Driver's Manual" - all of us with British cars are familiar with the Haynes manuals and this title seemed particularly appropriate for John.



*Left: Jim Moscardini and Mary Burke
 Top right: Susan and Ben Pontano with Bob Fox
 Center: Tom Burke, Art Fournier, Paul Edelstein, and Jim Moscardini
 Bottom: An 8-cylinder Morgan with an 8-cylinder Triumph*

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EVENTS

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

- Dec 3 - Middleburg, VA, Christmas Parade *CTR*
- Dec 9 - Deadline for the December issue of *The Standard*
- Dec 11 - CTR Holiday Party *CTR*
- Jan 13 - Deadline for the January issue of *The Standard*
- Jan 17 - CTR Executive Steering Board Meeting, Arlington, VA
- Jan 21 - Britain on the Green Kick Off Meeting at Gunston Hall
- Jan 22 - CTR Awards Brunch *CTR*
- Feb 3 - CTR Night at the Washington Auto Show *CTR*
- Feb 10 - Deadline for the February issue of *The Standard*
- Feb 12 - CTR Winter Dinner *CTR*
- Feb TBD - TR3 Get Your Hands Dirty at JP Puckett’s *CTR*
- Feb or Mar TBD - Visit to Simeone Museum “Best of Britain” Show *CTR*
- Feb or Mar TBD - Tech Session *CTR*
- Apr TBD - GW Parkway Run *CTR*
- Apr 26 - Britain on the Green “Stuffing Party”
- Apr 29 - Britain on the Green Set Up at Gunston Hall
- Apr 30 - Britain on the Green at Gunston Hall, Lorton, VA *CTR*

*** Much More to Come ***

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



AUGUST 16-19, 2017



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



Follow CTR on Twitter:

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CTR and BOG Regalia

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

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

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

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

site. So, feel free to call him if you want something completely different.

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

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

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







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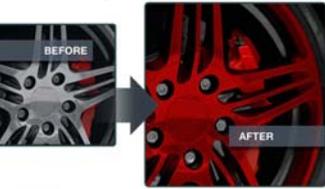
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Get Your Hands Dirty: TR3A Overheating

October 23rd

Diane Page's TR3A overheated when she drove home from CTR's September Running Hare Vineyard tour. She also heard a "clackety-clack" noise from the front of the engine and saw the oil pressure fluctuate. She asked for help in the form of a CTR Get Your Hands Dirty (GYHD) session. In preparation, she ordered parts that might be needed to cure the overheating condition: hoses, gaskets, and a water pump.

On October 23rd, a crew of CTR stalwarts gathered in her garage in Arlington to attack the problem. The overheating part was easy: the upper radiator hose and a heater hose had both split; however, the water pump was good. Someone pointed out the coolant spray pattern on the underside of the bonnet as a symptom of several bad hoses. Without starting the car, the "clackety-clack" noise was initially attributed to a loose radiator fan. In a TR3, removing the fan is a major job in that the front bumper, front apron, lights, and radiator must all be removed first. Diane decided to have the car taken to R&R Auto Shop in Sterling, Virginia for further diagnosis and repair.

The results were a bit surprising. The radiator fan was not the culprit. Instead, R&R owner Rob Carter related that they found the timing chain tensioner had disintegrated and the oil pump had begun to fail leaving metal shards in the oil pan. The timing chain, tensioner, and oil pump were all replaced. While not inexpensive, the repair was completed before additional, severe damage to the engine occurred. Rob arranged to return the TR3A to Diane at an Unaffiliates Mopar Club car show at Good Shepherd Church in Vienna, Virginia, and . . . the TR won a "Top 5 Old School" trophy!

Thanks to Diane for hosting the GYHD session. In addition to Diane, CTR members on hand were John Buescher, Don Clarke, Art Fournier, Steele Lipe, Lionel Mitchell, Stephen and Ho Yong Oertwig, Walt Seedlock, Alan Stiley, and Rich Wilkins. The CTR gang learned a bit about TR3s and fortunately knew when the scope of the project exceeded their time and expertise. In any case, it was an opportunity to get together, share a little car talk, and enjoy each other's company on a pleasant fall morning.



*Top right: Part of the crowd of CTR master mechanics
Center right: TR3A owners Rich Wilkins and Steele Lipe
Bottom left: Steele Lipe's TR3A*

*Bottom center: Working in the tight confines of Diane's TR3A's engine compartment
Bottom right: Walt Seedlock's 1960 Peugeot 403*

They're Out There

RJ Fortwengler



Triumph at the Concours

Judges at the 15th Annual Hilton Head Motoring Festival & Concours d'Elegance admire this 1948 Triumph 2000 Roadster shown by Robert Tattersall of the Delaware Valley Triumph Club. Fewer than 2000 of these were made with less than 100 imported into the United States. It was the last car in the world to feature a "Dickey Seat," as the Brits called rumble seats.

Sure was nice to see a Triumph on the Concours show field. Tattersall also showed the car at the St. Michael's Concours in September.



Keep 'em on the Road!

The owner of this 1965 Triumph TR4 surely deserves some kind of recognition. I have seen it parked on the street for 20 years or more in the Glover Park neighborhood out MacArthur Boulevard N.W. It's still running and driving as is parked in different spots all the time, always with the top down. It's pretty rough and rusty now, but you have to admire the owner's passion! Anybody know who the owner is?

Trending with CTR

News of Members in Brief



Steve Mumma, Lionel Mitchell, and Tim Shalvey are shown with Tim's TR6 at the 3rd annual Wheels for Meals Cruise-In and Food Drive held October 22nd at the Gainesville United Methodist Church. All three displayed their TR6s in the show which benefitted the Haymarket, Virginia, Food Pantry. Steve is one of the show's organizers.

In addition to the car show, the Virginia State Police Distracted Driving Simulator was on hand to reinforce how dangerous such practices as texting while driving can be.



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CLASSIFIED

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

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

1980 TR7 Convertible for sale. \$2000 or best offer. 5 Speed. 71,773 original miles. Runs well, lots of new parts installed (shocks, struts, front brake pads, brake master cylinder). Carbs rebuilt last summer. Must sell, just bought another one! Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5719511716.html> Contact Bruce at 410-721-9411.

1980 TR7 Spider convertible disassembled and ready for restoration. \$900 or first reasonable offer. Missing engine and transmission, but I have a Buick 3.8L V6 and automatic transmission I can throw in. John's Cars makes a conversion kit. I can also throw in a rotisserie. Bring a trailer to get all the assorted bits and bobs! (including original Spider rims!) Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5717962880.html> Contact Bruce at 410-721-9411.

For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomsontr6@gmail.com

For sale: Breathing Air Pump. Painting with automobile clear coat is hazardous, the vapors never leave your lungs. Gauze masks are inadequate, OK for base paints. This is an air pump to supply fresh air from a safe distance, 50 feet. I bought it from a body shop several years ago. I paid \$350.00; I'm asking \$300.00 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



Please join us for
Our 20th Anniversary



Britain on the Green 2017



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CTR and BOG are on Facebook.

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



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THE STANDARD

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



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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: On what Triumph was the Swallow Doretta based ?

The Doretta used TR2 mechanicals and Swallow's own tube chassis. 276 were made between 1954-55 with most going to the US market. At the time it sold for a 25% premium over the TR2. Current prices start just shy of six figures and top out at around \$185K.



Signs of the Times



Photo credits: Page 1 Sharon Edelstein; Page 5 Stephen Oertwig; Page 6 Art Fournier; Page 7 top left and center right Sharon Edelstein, center left Stephen Oertwig, bottom left Art Fournier, top right and bottom right JP Puckett; Page 9 top left Sharon Edelstein, center left Stephen Oertwig, bottom left Art Fournier, top right Bob Fox; Page 10 Art Fournier; Page 11 top left Mary Burke, all others Art Fournier; Page 12 center right Sharon Edelstein, all others Art Fournier; Page 16 Art Fournier; Page 17 left RJ Fortwengler, right Steve Mumma



The Capital Triumph Register
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and 6-Pack

4729 Willows Road
Chesapeake Beach, MD 20732-4221

THE STANDARD





THE STANDARD

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Emory and Porter Offen relax in their father's TR3A after the Middleburg Christmas Parade on December 3rd.

For more on the parade, see page 8.

PAGES 1 and 8 - Middleburg Christmas Parade; PAGE 2 - From the President; CTR Happenings; PAGE 3 - CTR Membership Dues Change; PAGE 4 - Washington Auto Show; CTR Awards Brunch; Britain on the Green 2017 Update; PAGE 5 - From the Editor; Trending with CTR; PAGE 6 - CTR Gives; PAGE 7 - Lessons; CTR Points System; PAGE 10 - Events; PAGE 11 - CTR Regalia; PAGE 12 - Trending with CTR; PAGE 14 - Classified; PAGE 15 - Club Info; PAGE 16 - Odds and Ends



From the President

By Stephen Oertwig

Tis the season to dream about Triumph parts

It's the season when Triumph owners dream while flipping through parts catalogs and reading emails looking for discounted parts. Holiday sales are not limited to TVs and clothes; the companies that cater to Triumph owners also try to pry precious dollars from our hands.

Standard Triumph shared its holiday spirit by publishing special advertisements wishing present and future Triumph owners best wishes for the holidays and a happy New Year. The adverts featured Standard Triumph cars such as the Vanguard, 10 and Herald.

Triumph cars faded away in 1984 when the last Acclaim rolled off the production line. The trademark currently is owned by BMW, who is the Grinch for those wanting to see Triumph revived. BMW has no plans to produce cars bearing the Triumph name.

British Motor Heritage Limited owns the Standard marque. The Standard name could be licensed to a company looking for an established marque. Hopes to have a Standard built in England are low because the car industry now is extremely global.

There is a rumor that a Santa of sorts worked in the massive halls of Triumph in Coventry. He had hundreds of elves fitting parts from bins to the many models moving down the assembly line. During the holidays, Santa Triumph could be seen driving a Stag.

The spirit of Santa Triumph continues to spread good cheer to Capital Triumph Register members. Whenever CTR members gather, there is fellowship and laughter.

If I ever met Santa Triumph, I have a list of wishes to give him.

- ◆ A new Triumph convertible from BMW.
- ◆ A clubhouse for CTR members with a lift, paint booth and all the tools. Add room to store 20 cars, please.
- ◆ Clear skies and warm weather for Britain on the Green 2017.
- ◆ Thank all CTR members for their participation in this year's events and best wishes to attend events in the New Year.

I'm sure Santa Triumph would say, as he drove away in his Stag, "Ho, Ho, Ho. Drive on and drive often."



CTR Happenings

Winter Events

CTR is planning a full schedule for the winter months.

In January, the Britain on the Green Kick Off meeting is planned for the 21st at Gunston Hall and the annual CTR Awards Brunch will be held on the 22nd at Chad's in Friendship Heights in Northwest DC near the Maryland line.

In February, we are planning our annual trip to the Washington Auto show for Friday the 3rd and our annual Winter luncheon for the 12th at the Irish Inn at Glen Echo. Also in February, JP Puckett is planning to host a Get Your Hands Dirty (GYHD) session in his garage in Ashburn, Virginia, to see what needs to be done to get one of his TR3As roadworthy. In late February or early March we plan to attend the "Best of Britain" show at the Simeone Museum near Philadelphia. This year the show will focus on AC cars.

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We are always looking for opportunities for other events, including additional drives and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

CTR Membership Mailing Address

If you are renewing your membership or joining CTR, please note that our membership chairman, Mark Shlien, has a new mailing address. His new address is shown on the membership form on page 19. (Mark promises that this will be his final move for the foreseeable future.)

2017 CTR Calendar

Are you interested in getting a 2017 CTR calendar for your office, home, or garage? How about seeing pictures of your car on it? This year as you take pictures at CTR events, please send them to Christopher Yurasko for possible inclusion. Send your pictures to: cyurasko@yahoo.com, please indicate in the email that he has permission to use them for the calendar.

Evites, Addresses, and Saving Trees

Please make sure CTR has an up-to-date e-mail address for you. We use Evites to pass along event details and reminders and need a good e-mail address to ensure you get the word. Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (up to \$36 per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

CTR Membership Dues Change

The Capital Triumph Register's Executive Steering Board (ESB) approved a dues increase effective January 1, 2017. Rising postal and printing costs have made the cost of providing the printed newsletter to some members significantly more costly than their actual annual membership fees. In effect, the cost of providing the printed and mailed version to those members is being subsidized by the members who choose the email version. So, in fairness to everyone (and rather than just discontinue the print version), it was decided to set up a two-tier membership plan, so those who prefer the printed and mailed newsletter can still receive it while the printing and mailing costs are distributed more equitably.

It was voted that a \$5 per year increase would only apply to those who elect to receive the newsletter in paper (hard copy) format. The new rates are: \$25 for electronic newsletter and \$30

for paper newsletter for one year memberships and \$40 for electronic newsletter and \$50 for paper newsletter for two year memberships.

The increase is to encourage members to receive the newsletter in electronic format since the printing and postage cost for paper newsletters is about \$3 per issue mailed which equates to as much as \$36 for 12 issues.

Additionally, we encourage members to renew for two years, rather than one, to save money and reduce CTR's administrative workload. If your membership is up for renewal soon, you may want to renew early to avoid the cost increase.

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CTR members who have recently renewed their memberships:

- ◆ Georgia Rogers
- ◆ Scooter Mauck
- ◆ Pete Philips
- ◆ Jay Christopher
- ◆ Bob Leiston

Thank you!

75 YEARS OF AUTOMOTIVE INNOVATION
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AUTO SHOW. 
January 27-February 5, 2017
CTR Night - Friday, February 3

The Washington Auto Show at the Walter E. Washington Convention Center will run from January 27th through February 5th, 2017. This year CTR will attend on Friday, February 3rd, to take advantage of the show's longer hours that evening.

Current plans are to meet at 6:00 PM at the High Velocity Sports Bar, located across from the Convention Center at 9th and L Streets, NW, in the Marriott Marquis Hotel. Stop by the Auto Show at any time, then join your car-loving friends from CTR at 6:00 for dinner.

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

There won't be any new models from Triumph, but it is a great opportunity to check out the latest offerings from the world's auto makers. Come on by to slam a few doors, kick a few tires, and share opinions, but wear comfortable shoes; the DC Convention Center is huge!

For more information on the Auto Show, check out their website: <http://www.washingtonautoshow.com/>

CTR Awards Brunch January 22nd

Looking for a break from the gloom and cold of Washington's winter? If so, you'll want to come out to the warm and friendly confines of Chads Friendship Heights on January 22nd for CTR's Annual Awards Brunch. Each year we gather in January to recognize the participation and contributions of CTR members during the preceding year. A lot of time and hard work goes into planning and organizing, conducting events, publishing this newsletter, putting on Britain on the Green, and all of the other tasks large and small associated with a successful club like ours. So it's important to take time to recognize all the members who support the Capital Triumph Register with their attendance and participation in all of the above.



The Awards Brunch also serves as CTR's annual business meeting. While 2017 is not an election year for CTR — we've all had enough of election campaigns recently — it is an opportunity to bring forward recommendations for the club to consider. If you have recommended topics, please bring them to the attention of the president or one of the other Executive Steering Board members.

The Awards Brunch is also a great way to keep in touch during the months where we are not as busy with driving events. So plan to join us at Chads Friendship Heights on January 22nd beginning at 11 a.m. Chads is conveniently located at 5247 Wisconsin Avenue NW, Washington, DC 20015. This is just inside the District line at Wisconsin Avenue and Jenifer Street. It is also directly across Wisconsin Avenue from the Friendship Heights Metro stop on the Red Line, a convenient option in the event of inclement weather. If you drive, keep in mind that the ample metered street parking is all free on Sundays. For more info on Chad's please go to www.chadsdc.com.

Please plan to join us for great food and good fun as we recognize the noteworthy efforts that made 2016 one of CTR's best yet!

Look for the invite. See you there!



BOG 2017 Update John Buescher

The BOG 2017 team continues to plan events for our next show. The annual planning meeting with the Gunston Hall staff will be on Saturday January 22, 2017 at 9:30 a.m. at Gunston Hall. If you an idea to make BOG 2017 even better, please think about attending this meeting or email your ideas to John Buescher at jbuescher1616@gmail.com. The traditional coffee, tea, and donuts will be provided.

I'm excited to announce that the Kid's entertainment tent will be at BOG 2017. Sharon Edelstein has graciously volunteered to coordinate kid's activities under the tent. The kids should expect to be entertained with drawing, puzzles and other surprises from approximately 10:00 a.m. to 2:00 p.m. For those who do not remember from the BOG years at Collingwood on the Potomac, Sharon was the coordinator the kid's activities for many years. I welcome her back and her continued efforts to improve the BOG experience for all who attend.

I am delighted to announce that Steve Mumma accepted the position of Registration Coordinator for BOG 2017. For Steve welcome to the BOG 2017 Coordination Team!

Finally, the following is a quick summary of upcoming BOG dates:

- ◆ January 21 – Meet with Gunston Hall staff
- ◆ February 15 – Open pre-registration: online at (\$25.00) (payment available through PayPal). Registration by mail is also available at \$35.00.



From the Editor

By Art Fournier

This issue brings my 17th year as editor of *The Standard* to a close. Throughout the years, I have been extremely fortunate to have been supported with articles, photos, and all sorts of other material. *The Standard* is our newsletter and it couldn't be written without your contributions. So please, keep those inputs coming as we begin CTR's 29th year. I appreciate them and couldn't hope to produce the newsletter without your help. You've heard my plea before: send in tech tips, "how to" articles, recaps of car-related museums and places you've visited, whatever. But keep those contributions coming! Again thank you all for your support in 2016 and Happy Holidays to one and all!

Trending with CTR News of Members in Brief



In October, Lionel Mitchell and RJ Fortwengler were given the opportunity not only to test drive some of the newest Jaguars vigorously but, through the magic of technology, appear in simulated television "commercials" for the cars.



Looking back at THE STANDARD: Volume VIII, Number 9 November 1996

Here's a look at what was going on in the club 20 years ago as reported in our newsletter. The lead article was a report by Karl Johnson on the club's winter dinner held in November at Primo's restaurant in Alexandria for 16 members and spouses. We still find excuses to eat at Primo's, most recently on the George Washington Parkway Run.

The Holiday Party was planned for early December at the Maryland home of Rosemary and Abe Kooiman. An article on this year's Holiday Party will be featured in our next issue.

Ray Aranda described his and Carole's participation in the 2nd annual Wild Goose Gathering in Chesterown, Maryland, where they were met by Len Renkenberger.

Rich Wilkins provided a Garage Spot tech article on replacing the generator in his TR4 with an alternator, and Martin Secrest explained why his first sports car, a 1974 Spitfire, had to be a Triumph.

And editor Charlie Brown thanked the membership for their contributions to the newsletter — things don't really change.

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Before and After Photos of Dent Repairs



CTR Gives

Richard Smalling
CTR Treasurer

At the July 2016 CTR Executive Steering Board meeting our club continued its tradition of giving to charity by approving \$5000 in donations to five charitable organizations. We had another very successful BOG this year which allowed us to donate this large amount of funds. The donations went to the following organizations: \$1000 to Special Love (children with cancer), \$1000 to Us Too (prostate cancer education and support network), \$1000 to Doctors without Borders (Emergency medical help to over 70 countries), \$1000 to The ALS Association (fighting Lou Gehrig's Disease) and new this year \$1000 to The Northern Virginia Sailing Special Olympics Program.

In the summer of 2006 CTR put in place its charitable giving guidelines. Each year since then CTR has followed those guidelines and donated to a focused set of charities. Including this year's donations, CTR has given a cumulative total of \$26,700 to charity. Read below for more information about the charities receiving our donations this year.



Special Love is a non-profit organization that provides cancer families a network of support, made up of other patients and families who know and understand the trials and triumphs of the cancer experience. It is the result of Tom and Sheila Baker's desire to establish a support group for children with cancer and to honor their daughter who lost her battle against the deadly disease. In 1983, the Bakers began their organization with a week of summer fun called Camp Fantastic which has grown into a year full of events, with over 15 week and weekend retreats and special outings.



Us TOO International Prostate Cancer Education & Support Network is a grassroots cancer education and support network of 325 support group chapters worldwide, providing men and their families with free information, materials and peer-to-peer support so they can make informed choices on detection, treatment options and coping with ongoing survivorship. The organization was founded in 1990 by five men who had been treated for prostate cancer.



Create a world without ALS.

Established in 1985, The ALS Association is the only national non-profit organization fighting Lou Gehrig's Disease on every front. By leading the way in global research, providing assistance for people with ALS through a nationwide network of chapters, coordinating multidisciplinary care through certified clinical care centers, and fostering government partnerships, The Association builds hope and enhances quality of life while aggressively searching for new treatments and a cure.

As the preeminent ALS organization, The Association leads the way in research, care services, public education, and public policy — giving help and hope to those facing the disease. The Association's nationwide network of chapters provides comprehensive patient services and support to the ALS community. The mission of The ALS Association is to lead the fight to treat and cure ALS through global research and nationwide advocacy, while also empowering people with Lou Gehrig's Disease and their families to live fuller lives by providing them with compassionate care and support.



Every year, Doctors Without Borders/Médecins Sans Frontières (MSF) provides emergency medical care to millions of people caught in crises in more than 60 countries around the world. MSF provides assistance when catastrophic events—such as armed conflict, epidemics, malnutrition, or natural disasters—overwhelm local health systems. MSF also assists people who face discrimination or neglect from their local health systems or when populations are otherwise excluded from health care.



Special Olympics provides sports training and athletic competition in a variety of Olympic-type sports for children and adults with intellectual disabilities. The SO Sailing Program offers participants the opportunity to develop physical fitness, demonstrate courage, experience joy and participate in a sharing of gifts, skills and friendship with their families, other Special Olympics athletes and the community.

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Lessons

Pete Philips

I am a fortunate fellow.

Both my dad and my maternal grandfather were the very souls of sobriety, rectitude, good humor and patience. Neither, however, was capable of walking-on-water, as evidenced by memories of ill temper. Both of these recollections involve tools.

In my grandfather's case he discovered I had put away his mattock without bothering to remove mud which extended well up the linseed oiled handle. With out-of-character harshness it was "explained" to me that that tool did not get to be 100 years old with such treatment. My guess is that that exchange occurred sixty years ago. I last cleaned and oil that tool not long ago. It remains ready for work.

One night when I was a high school senior dad and I were replacing an electrical component in the solenoid of mother's '63 Rambler "Cross Country," a car so crude it would have been better named "Cross County" *Motor Trend* "Car of the Year" notwithstanding. Working by flashlight dad became increasingly cross when each tool he pulled from the cracked red leatherette tool-roll was found to be grime encrusted. That session ended with newspaper spread on the breakfast room table and careful cleaning of each tool. I, to this day, enjoy the tactile wiping down of a tool when I put it away.

In my mind tools are to be shared with the young; it's a collective teachable moment. As soon as possible one should have their own tools; best not acquired in "sets" even if "five hacksaw blades are included."



The CTR Points System

Longtime members are familiar with CTR's point system, but it might be something of a mystery to our newer members who are confronted with sign-in sheets at the club's events. The point system was initiated several years ago as a means of encouraging and rewarding participation in club events and activities. At the end of the year, each member's points are tallied and those with the most points recognized at the annual awards event in January, such as this year's Awards Brunch on January 22nd. Recognition may be in the form of a certificate or something more substantial such as a prize.

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



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

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

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Middleburg Christmas Parade

December 3rd

For several years now, CTR has taken part in the annual Middleburg, Virginia, Christmas Parade. We were lucky this year – skies were clear and sunny although temperatures were on the chilly side, but not bad at all for December. Several of us meet in Haymarket and caravan together over back roads to Middleburg. This allows us to avoid US Route 50 which, as Middleburg's Main Street, is blocked to through traffic for most of the day.

There are actually two Christmas parades in Middleburg: one in the morning for the horses and hounds and a second one in the afternoon in which we participate with bands, floats, dogs, youth groups, Santa, and car clubs. What we discovered this year is that the Virginia State Police block access roads to Middleburg while the first parade is forming and stepping off. We found this out the hard way as our caravan was redirected over a narrow road that quickly turned into a long, gravel, dusty, single-lane stretch into town. We had left Steve Mumma in Haymarket while he sorted out an engine issue on his TR6. Imagine our surprise when we got to Middleburg and found Steve waiting for us. By leaving Haymarket later and taking a different route, he had avoided the road block and arrived in Middleburg sooner. Lesson learned for 2017!

Finding a place to eat in Middleburg is always a problem since the town is absolutely mobbed with spectators. This year we took advantage of a food truck “food court” Middleburg had arranged at one end of town – quite a nice variety and relatively short lines.

We had 13 cars available for the parade, but the MG Club nosed us out with 15 by their tally. Wait until next year! On hand for this year's parade were: Al Ames (Spitfire), John Buescher (TR6), Ben Cheshire (TR6), Art Fournier (TR8), Steele Lipe and Patricia Daley-Lipe (TR3A), Paul Malandrino (TR3B), Lionel Mitchell (TR6), Steve and daughter Olivia Mumma with their dog Tucker (TR6), Matt and sons Emory and Porter Offen with their friends Armand and Tommy LeVasseur (TR3A), Stan Olownia (TR7), Richard and Janet Pace (Spitfire), Matt and son Gavin Schipani (1953 Daimler saloon), and Carter and Emily Sensabaugh (TR6). Thanks to all who came out and special thanks to Lionel Mitchell who coordinated our efforts!



*Above: Steve Mumma, Richard and Janet Pace, and Al Ames
Below: Lionel Mitchell, Al Ames, Stan Olownia, John Buescher,
Steele Lipe and Patricia Daley-Lipe, and Paul Malandrino*





Above: Matt and Gavin Schipani in Matt's 1953 Daimler



Above: Stan Olownia with Steve and Olivia Mumma and their dog Tucker



Above and below: Barriers along the parade route kept crowds safely away

Below: Rudolph the Red Nosed Reindeer on Richard Pace's Spitfire was a crowd favorite





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EVENTS

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

- Dec 11 - CTR Holiday Party *CTR*
- Jan 13 - Deadline for the January issue of *The Standard*
- Jan 17 - CTR Executive Steering Board Meeting, Arlington, VA
- Jan 21 - Britain on the Green Kick Off Meeting at Gunston Hall
- Jan 22 - CTR Awards Brunch *CTR*
- Jan 27-Feb 5 - Washington DC Auto Show
- Feb 3 - CTR Night at the Washington Auto Show *CTR*
- Feb 10 - Deadline for the February issue of *The Standard*
- Feb 12 - CTR Winter Dinner *CTR*
- Feb TBD - TR3 Get Your Hands Dirty at JP Puckett’s *CTR*
- Feb or Mar TBD - Visit to Simeone Museum “Best of Britain” Show *CTR*
- Feb or Mar TBD - Tech Session *CTR*
- Mar 10 - Deadline for the March issue of *The Standard*
- Mar 14 - CTR Executive Steering Board Meeting, Arlington, VA
- Apr TBD - GW Parkway Run *CTR*
- Apr 26 - Britain on the Green “Stuffing Party”
- Apr 29 - Britain on the Green Set Up at Gunston Hall
- Apr 30 - Britain on the Green at Gunston Hall, Lorton, VA *CTR*

*** Much More to Come ***

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



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



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

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

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

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

site. So, feel free to call him if you want something completely different.

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Trending with CTR

News of Members in Brief



Okay, it's winter and cold outside, so it seemed like the perfect time to share these two pictures of Rob Thomson's TR6 from this past summer.

On top is a shot of his car on Cape Breton in Nova Scotia while the lower photo shows the car at Linden Beach also in Nova Scotia where Rob has been working.

Like his family's other Triumphs, Rob's TR6 gets around!



RJ Fortwengler reports he seems to be suffering from some sort of "German Flu." He recently purchased another rear-engine German car: this 1966 VW Beetle Convertible to go along with his Porsche 911 Carrera Cabriolet. These cars surround his 1968 Triumph TR250. Hopefully, the TR250 will remain his favorite!





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

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

1980 TR7 Convertible for sale. \$2000 or best offer. 5 Speed. 71,773 original miles. Runs well, lots of new parts installed (shocks, struts, front brake pads, brake master cylinder). Carbs rebuilt last summer. Must sell, just bought another one! Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5719511716.html> Contact Bruce at 410-721-9411.

1980 TR7 Spider convertible disassembled and ready for restoration. \$900 or first reasonable offer. Missing engine and transmission, but I have a Buick 3.8L V6 and automatic transmission I can throw in. John's Cars makes a conversion kit. I can also throw in a rotisserie. Bring a trailer to get all the assorted bits and bobs! (including original Spider rims!) Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5717962880.html> Contact Bruce at 410-721-9411.

For Sale: Complete carpet kit for TR250/TR6. This a Wilton wool "light tan" kit, brand new, still in the bag, purchased two years ago from TRF for \$700 plus shipping. If you would like a Wilton wool carpet kit for the price of "tufted nylon," and have it now instead of waiting 4-6 weeks, call me. Sandy at 410-253-8519 or email sthomsontr6@gmail.com

For sale: Breathing Air Pump. Painting with automobile clear coat is hazardous, the vapors never leave your lungs. Gauze masks are inadequate, OK for base paints. This is an air pump to supply fresh air from a safe distance, 50 feet. I bought it from a body shop several years ago. I paid \$350.00; I'm asking \$300.00 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



1980 Triumph TR7 for sale. Silver, approximately 134,000 miles. Extremely solid, well-running car with clean red plaid interior. New convertible top in 2014. New stainless exhaust in 2016. Asking \$4,000. (I just bought a TR8 and need to make room by selling my TR7.) Car located near Chesapeake Beach, Maryland. Contact Art Fournier at 410-535-0690 or artfour-nier@comcast.net



Please join us for **Our 20th Anniversary**

Britain on the Green 2017



Save the Date
April 30, 2017



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THE STANDARD

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Signs of the Times



Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What major body design element did the TR4, TR4A, TR250, TR5, and TR6 all share?

Answer: Among other features, they all shared the same doors.



Photo credits: Page 1 Matt Offen; Page 5 Lionel Mitchell; Page 8 top Stan Olownia, others Art Fournier; Page 9 top left and right Art Fournier; others Stan Olownia; Page 12 left Rob Thomson; right RJ Fortwengler



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THE STANDARD

