



THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXV, Number 1, January 2013



Triumphs at Gunston Hall, the 2013 home for CTR's Britain on the Green show. Gunston Hall offers many advantages: huge level parking areas for show cars and spectators, plenty of shade, tours of the plantation house, and more.

Although BOG is still over three months away, it's time to start planning in earnest. There will be a BOG Kickoff Meeting at Gunston Hall on Saturday, January 26th. If you can, please attend to check out the site and to find out what you can do to make BOG 2013 our best show yet!

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The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

Well, it's happened again! I filled up the gas tanks in my Triumphs; the winter weather has turned warm; and I'm back on the road again. I'm not complaining because I would prefer not to put my Triumphs away for the winter. A few of us went for a drive out west of Haymarket just before Christmas, and by the time you read this, we will have done a couple more drives. I say, do it while you can.

We spent most of the last ESB meeting sketching out the events calendar for the year. One of our most popular series of events is the Get Your Hands Dirty (GYHD) where we help members work on their cars. Our goal is to have a GYHD event every month we can. It hasn't always worked out that way, but we have a pretty good track record of having those most of the warm month. If you have a project you need help with, let one of the ESB members know, and we'll try to fit in your project.

In my column last month, I listed the events coming up in January and February. To recapitulate: in January, we have the CTR Awards Brunch on January 20 and Matt's Garagemahal event on January 27. Following on February 8 is CTR's night at the Washington Auto Show, and on Sunday February 17, 1-3 PM, is the spectacular tour of the Udvar-Hazy Air and Space Museum. You should have already received an E-vite on the January events. Please respond ASAP. E-vites will be sent on the February events soon. Once again, we are indebted to Mark Shlien to taking care for sending out the electronic invitations.

We're shifting into second gear on BOG planning now, and we need your help. We will be having a planning meeting at Gunston Hall on Saturday, January 26 at 10 AM. At this meeting, we'll get into the nitty-gritty of BOG of planning out what promises to be the best BOG ever. We hope you'll join us. But even if you can't make this meeting, we'll save some tasks for you to do at the event.

On a personal note, I'm expecting to make significant progress this year on the restoration of my Maple TR6. I made a trip to a painter's shop over the Christmas holiday. I got a ballpark cost estimate and started stripping some of the body parts. Maybe, I'll have more discipline this year.



CTR Happenings

Please welcome CTR's newest members!

- ➔ Christopher Yurasko, Burke, VA, 1968 TR250
- ➔ Heath and Sandra Bjordahl, Woodbridge, VA, 1962 TR4

Late Winter Events

Our Winter Dinner is currently being planned for March 2 at a Maryland location. We're working to set up a visit to our newest advertiser, The SportsCar Shop, in March. In addition to the range of services you'd expect, they also offer a club service to allow you to work on your project on premises. And in April we plan to revive our George Washington Parkway driving event. And, as always, we're looking for excuses for GYHD sessions and impromptu drives.

CTR Website

Progress continues on the updated CTR website. JP Puckett, along with Lionel Mitchell and Nate Wallace, are working hard to have the new site on-line as soon as February. The website address will be the same, so the transition should be smooth. The new site will have links to CTR's Forum and Facebook sites as well as updates of all the current features and a lot more.

For the Newsletter

Do you have photos like the one on page 4 taken when we and our LBCs were younger? Please share them with the newsletter. Electronic copies preferred, but paper copies will be scanned and returned.

Do you have a favorite road in the greater National Capital region that's a favorite when you exercise your LBC? Send the location to share in the newsletter.

And finally, a reminder that we are always looking for articles, tech tips, and items of interest to include in the newsletter and to share with the other members of CTR.



Awards Brunch

January 20th

Hear ye, hear ye. Be it know to all members of the Capital Triumph Register that the club will hold its annual awards brunch on Sunday, January 20th at 11:00 AM. The brunch will be held at Clyde's at the Mark Center, 1700 N. Beauregard Street, Alexandria VA 22311.



Order off the menu; separate checks available. Respond to the E-vite or RSVP to Lionel Mitchell at haymarket4@verizon.net or 703-754-7362.

CTR members will be recognized for noteworthy participation in events throughout 2012 with certificates, the admiration of their friends, and perhaps a special prize.

The awards brunch is always well attended and is a great opportunity to socialize with fellow Triumph-loving members of the CTR. We hope to see you there!

Winter Pick Me Up

Sunday, January 27th

Matt Schipani

Join other CTR members at Matt Schipani's home in Herndon, VA, for a tour of Matt's new garage setup. Matt will give a tour and explanation of the RaceDeck flooring and the four post hydraulic lift. The lift will be used for a quick GYHD lube job on one or two of Matt's GT6s.

If anyone else has a small project that they would like to do on the lift that day, please contact Matt via email (matt@ashburnsoftware.com) to talk it over (and also to RSVP).

Arrive at 10:00 AM. We'll eat donuts, drink coffee, and have lunch too! Please respond to the E-vite or RSVP to Matt.

12205 Meadowstream Court
Herndon, VA 20170
571-275-3800

2013 Britain on the Green Kickoff Meeting

January 26th

The meeting to kickoff the planning of CTR's immensely popular spring car show will be held Saturday January 26th at 10:00 AM at in the Visitor's Center at Gunston Hall



If you haven't had the chance to join in the effort in past years, it's a great opportunity to be part of this outstanding event. Bring your ideas!



As we have done for several years, CTR members will attend the Washington Auto Show at the DC Convention Center.

This year we will attend on Friday, February 8th, to take advantage of the show's longer hours that evening. We will meet at 6:00 PM at the Old Dominion Brew House, located adjacent to the Convention Center at 1219 9th Street, between M and N Streets, NW. If you take Metro, use the Mt. Vernon Square/Convention Center Station on the Yellow and Green lines. Either respond to the E-vite or shoot Lionel Mitchell an e-mail (haymarket4@verizon.net) if you plan to attend and use his cell phone (703-217-1485) to rendezvous with the CTR crowd.

The Auto Show is a great chance to see the latest models from Triumph. Sorry, dream on. 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/>



Ethanol Fuel and Performance

Lionel Mitchell

On random occasions, I pick up a copy of the *Grassroots Motorsports* magazine, not because I'm a hard-core race enthusiast, but because something on the cover catches my eye. Just before Christmas, while looking through car magazines at Barnes and Nobel, I saw a photo of a Lotus Elise at the top of the cover with a banner that screamed "Supercar Bargain." You might ask: why did this grab my attention? I have to confess to being a Lotus Elise fancier. That article was worth the price of the magazine to me. But wait ... that's not all it had in it. And that brings me to the subject of this article - dyno testing fuels.

In this incidental article (to my purpose), the detail that caught my interest was a comparison of ethanol fuels, among others. This is of interest because of the problems several of us have suffered in our Triumphs apparently due to the effect of ethanol-based gasoline in dissolving crud in our fuel systems. Now, the GRM article is not about the effects of ethanol in our classic cars. We don't need anyone to tell us what we already know by first-hand experience. The purpose was to evaluate the engine performance of different fuels in a modern car. On the surface, that might not seem interesting to classic car owners, but there are a couple tidbits that do have relevance for us. Read on.

In this comparison of fuels, three common pump fuels were evaluated along with several race-type fuels. The race fuels are not really of no interest to us. The pump fuels were: E-10/93-octane, E-0/93-octane, and E-10/87-octane.

The "laboratory" for evaluating the fuels was a 1990 Mazda Miata. The evaluation tool was a dynamometer (rolling road type). The primary metrics of the evaluation were horse power and torque. The procedure involved the following steps: drain fuel tank; flush fuel lines; add fuel to be tested; tune car on the dyno for optimum timing; measure power on several pulls on the dyno. Steps were taken to insure the same conditions for each fuel case. I won't repeat all the details here.

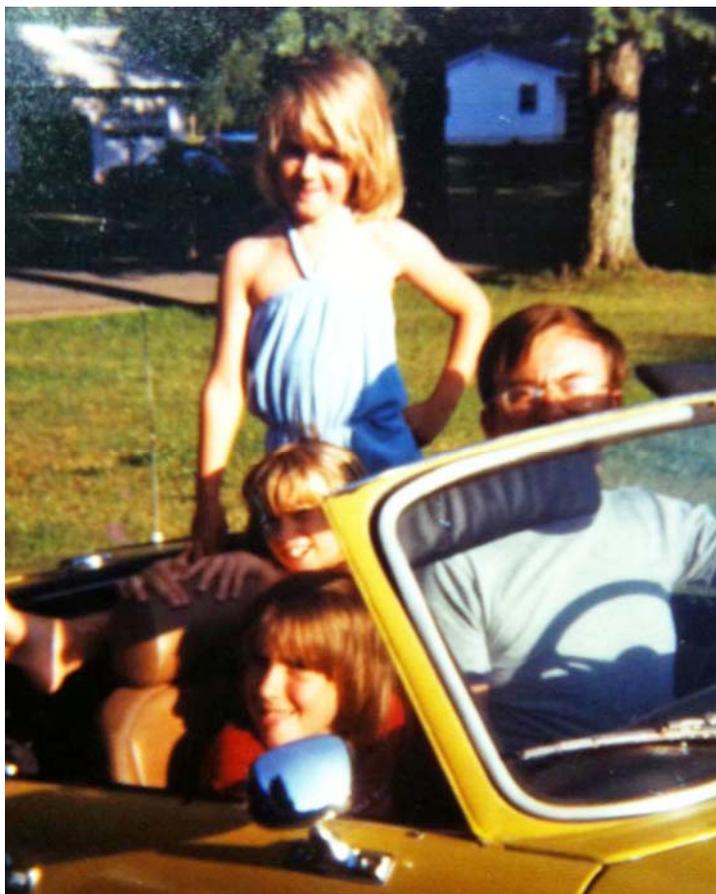
The results: of the three pump fuels, the E-10/93-octane showed the best horse power and torque results. With this fuel, the Miata measured 136 hp and 124 lb. ft. of torque. Pretty impressive since this is measured at the rear wheels.

The E-0/93-octane fuel using the same timing level had 134 hp and 122 lb. ft. For the E10/87-octane fuel, the car had to have its timing retarded by one degree. That fuel showed 135 hp and 117 lb. ft. of torque. So, while ethanol in gasoline might cause some problems in our classic cars, this evaluation shows it has a slight advantage in performance over gasoline without any ethanol. And in the category of "comes as no surprise," the test shows that high octane equates to more power.

One other result of interest on the exotic fuels of note: more alcohol in the fuel translated into more power. E85 fuel (85% ethanol, 15% gasoline) had much better power characteristics than the E10 fuels, and a 100% methanol fuel had even better performance.

If you'd like to read more on these tests, the details are in the December 2012 issue of GRM.

Out of the Attic



Here's a photo of Art Fournier, his daughters and one of their friends in his original Spitfire. The photo was taken in upstate New York around 1982. Some parts of the car live on in Art's current Spitfire. Take a look through your attic. Do you have an old Triumph snapshot? If so, send it to the editor to share with your friends in CTR.



TR6 Throttle Bushing Replacement

Sandy Thomson

Many of us that own or have owned TR6 and TR250 models have experienced sloppy throttle linkage. Much of that can originate at the linkage under the carbs; however, another culprit is worn out or missing throttle shaft bushings. These bushings are notoriously difficult to replace, but will make a world of difference when you do.

Any step-by-step instructions we have seen or read involve replacing the bushings with the shaft in place in the car. I have known of attempts at this to take hours often ending in frustration and failure, and sometimes damaged bushings. Following is a step-by-step procedure that will preserve the bushings, preserve your knuckles, and not take up your whole Saturday. We estimate about 30-40 minutes tops.

Start by taking a yellow or white crayon and mark the location of the clamp on the splined end of the throttle shaft. Assuming you are happy with the amount of throttle action, you will be able to put it back in the same spot. (Turning it one way will not allow full carb opening; turning too much the other way will force the linkage.)

Next, loosen the clamp and slide it off the end of the shaft. Then move to the driver's footwell and remove the carpet kick panel on the left. This will give you extra room to slide the shaft out of position and the car completely. Remove what may be left of the old bushings.

Take some lithium grease and smear on both sides of both holes. Have someone ready in the footwell with a small (one inch) dull putty knife. Next heat up the new bushings one at a time in boiling water to the point they are hard to hold. Install the bushings from the inside of the engine compartment. Have someone on the footwell side to ease the lip of the bushing in place with the putty knife, careful not to damage the soft urethane. Next, grease the bushings and replace the shaft by sliding it back in place as it came out. Replace the clamp in the original location, replace the kick panel and the job is complete.



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EVENTS

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

Jan 8 - CTR ESB Meeting

Jan 20 - Annual Awards Brunch , Clyde’s Mark Center, Arlington, VA *CTR*

Jan 26 - BOG Kickoff Meeting, Gunston Hall

Jan 27 - Matt’s Winter Pick Me Up and Garagemahal *CTR*

Feb 8 - CTR Washington Auto Show visit *CTR*

Feb 17 - Smithsonian Udvar Hazy Tour *CTR*

Mar 2 - Winter Dinner MD location *CTR*

Mar 12 - CTR ESB Meeting

Mar TBD - Sports car Shop Tour *CTR*

Mar TBD - GYHD “CTR”

Apr 13 - Williamsburg British and European Car Show

Apr 20 - GW PKWY Run *CTR*

Apr 24 - BOG Stuffing Party

Apr 28 - 16th annual Britain on the Green show, Gunston Hall, Mason Neck, VA *CTR*

May 11 - Frederick, MD, Celtic Festival and British Car Show

May 17-19 - Carlisle, PA, Sports and Import Show

May 14 - CTR ESB Meeting

May 18 - Webb Motors Tour

May 25-Jun 2 - British Car Week

Jun 2 - The Original British Car Day and CTR post-show get-together *CTR*

Aug 1-3 - The Roadster Factory Summer Party, Armagh, PA *CTR*

Oct 2-6 - Triumphfest and VTR National Convention, San Francisco, CA *CTR*

*** Much More to Come ***

CLASSIFIED

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

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

For sale. 1963 TR4 with fiberglass top. Very rusty and won't start currently, so it would either be a parts car or a project car. Located in Gaithersburg, MD. Contact Walt Webert, 585-755-7894



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



16th Annual

Britain on the Green

April 28, 2013

Gunston Hall, Mason Neck, VA

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- Late Spitfire	Art Fournier	410-535-0690	artfournier@comcast.net
- Late GT6 & 2000 Saloon	Matt Schipani	703-724-1573	matt@ashburnsoftware.com
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artfournier@comcast.net**

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

**Deadline
for the next issue of
The Standard:
February 8th!**



Membership Renewal / Application

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Herndon, VA 20170



TRIUMPH TRIVIA: What Triumph model s came with front wheel drive?

The Triumph 1300 (1965-1970), 1300 TC (1967-1970), 1500 (1970-1973), and the Triumph-badged Acclaim (1981-1984) were all front wheel drive. (To confuse things, there was also a rear wheel drive 1500 from 1973-1980.)

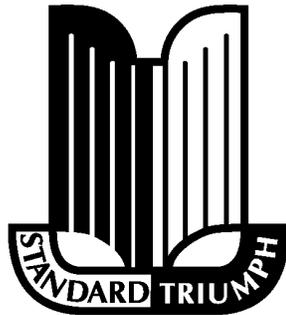


Photo Credits

Page 1 - John Puckett
Page 4 - Sue Fournier

Virginia License Plate



Ah, the sophistication of the Commonwealth!



The Capital Triumph Register
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The Vintage Triumph Register
and 6-Pack

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THE STANDARD



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Volume XXV, Number 2, February 2013



Some of the CTR members who met in Matt Schiopani's garage on January 17th to check out his new four-post lift and high tech flooring are from left to right: Sherman Taffel, Matt Schipani, Scott Tilton, JP and Ethan Puckett, Mark Shlien, Alan Stiley, RJ Fortwengler, Art Fournier, Karl Johnson, and Erik Sules.

PAGES 1 and 8 - Winter Pick Me Up; PAGE 2 - From the President - Shape of Things to Come; PAGE 3 - CTR Happenings; Winter Dinner; PAGE 4 - Awards Brunch; PAGE 7 - Above and Beyond; SportsCar Shop Tour; PAGE 10 - Garage Spot - 1974 Spitfire Emissions Controls and Vacuum Lines; PAGE 13 - From Your Album; Penetrating Oils; PAGE 14- Events; Classified; PAGE 15 - Club Info



The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

In this edition of my regular column, I want to focus on the new web site. This is something that we've been talking about for several years, and it has finally come to fruition thanks to the efforts of several key people. But I would be remiss if I didn't recognize those who have given us a presence on the internet to this point. Paul Scuderi and Paul Edelstein are the pioneers in developing, expanding, and maintaining our current web site, and Art Fournier has made edits and published our newsletter on the site. And I would be remiss not to mention the background support that Matt Schipani has provided in keeping things working, including our BOG Paypal functionality. Thanks guys for all your efforts.

But moving on, we are now ready to transition to the new site. As a brief history of the concept and development, a few years ago I wrote something I called a club communication concept of operations and circulated it to ESB members. That's a fancy description that betrays my background as a systems engineer but was an attempt to pull together the goals and requirements of our communication and concepts of how we might achieve them. We discussed the concepts and alternatives at ESB meetings and in email exchanges, but to my frustration we did not seem to be moving forward until Keith Jackson mentioned at one of the meetings that he had a friend who developed web sites on the side. Several of us met with his friend, Nathan Wallace, at Collingwood last year at this time, and that got the ball rolling. Because we didn't want to risk any problems in changing the web site before BOG 2012 and because of all the work involved in planning the show, we did not do much on the development until after BOG was over. After BOG, we had a few meetings with Nathan to convey our requirements and discuss design approaches. Our initial, extended group consisted of Nathan, John Puckett, Art, Mark Shlien, Patrick Carter, and me. Later on, it was just Nathan, JP, and me. And of course, as we have developed capabilities, ESB members have provided feedback. Because Nathan has the ability to prototype capabilities in real-time, and JP has the ability to flesh out the capabilities and edit the style, we have been able to go through several iterations of prototype sites. My contribution has been more on keeping the design and schedule on-track.

In my original concept, the idea of the web site was to

make it dynamic, graphic, and participatory. I wanted this to be a one-stop shopping medium for club activity and information. Whether it has turned out to be that is for you to judge. One thing to keep in mind is that what you see initially is the beginning of the capability which can and will be enhanced not only by our web administrator, John Puckett, over time but also by you. This will be a user-interactive site, not a static one.

In addition to the information and capabilities provided on the current web site, the new site integrates the CTR Forum and Facebook group page into the site. In the past, we had photos of members' cars. Now, we will have links to members' photos and videos through external sites such as Flickr and You Tube, among others. We will also have a technical library to which you can contribute articles. To facilitate and control member publication, we have set-up user accounts which give you privileges to access and post content on the site. What you will see initially is a set of restoration projects that we have put up as examples. You can do the same after you've set up an account.

As with the current site, members and non-members will still be able to register and pay on-line for our BOG car show. In the future, users will be able to join CTR or renew membership and pay on-line in the same way. As mentioned above, members will be able to post photos and videos of their projects. This will be actively managed by our web administrator. In that context, we will be managing our membership roll more actively, and you will need to keep you membership current to be able to maintain your web site account.

In the near future, we will transition to the new site. Look for an all-members bulletin providing more information on the site functionality and how to set up your user account. We believe that use of most of the site will be intuitive to any web-savvy person. So even without a member account, you will be able to explore the web site. Have fun with the new site. We hope that it will motivate you to be more involved in the club. And once again, thanks to all who have been involved in our web site development, past and present.





CTR Happenings

Late Winter / Early Spring Events

By the time you read this, our visit to the Smithsonian's Udvar Hazy near Dulles Airport on February 17th will have taken place. Details were sent out via E-vite and posted on our Facebook and Forum sites.

Our Winter Dinner will be held March 2nd; details are on this page. We've set up a visit to our newest advertiser, The SportsCar Shop, on March 23rd. Also in March, we'd like to hold a GYHD session, so if you have a project in mind, contact Lionel Mitchell or one of the other ESB members.

On April 13th, we will visit the Simeone Automotive Museum in Philadelphia for their "Best of Britain" car show. We plan to revive our George Washington Parkway driving event on April 20th. And on April 28th, we will hold our 16th annual Britain on the Green car show at our new location, Gunston Hall.

And, as always, we're looking for excuses for GYHD sessions and impromptu drives.

For the Newsletter

Do you have photos like the ones on page 13 that show our LBCs when we and they were younger? Please share them with the newsletter. Electronic copies preferred, but paper copies will be scanned and returned.

Do you have a favorite road in the greater National Capital region that's a favorite when you exercise your LBC? Send the location to share in the newsletter.

And finally, a reminder that we are always looking for articles, tech tips, and items of interest to include in the newsletter and to share with the other members of CTR.

CTR Forum and Facebook Accounts

Both the Forum and Facebook sites are great sources of late breaking news about club events. Get details and ask questions, find out who is attending. Both contain a number of continuing general interest threads

The Forum is at http://www.capitaltriumph_register.com/forum/Blah.pl? Pre-register with JP Puckett. (Passwords must be eight characters or less. And we recommend you stay logged in — the software is old and cranky like our Triumphs, although JP has worked wonders with it recently!)

(Continued on Page 12)

CTR Winter Dinner Sunday, March 2nd

The third of CTR's annual winter social events will take place on Saturday, March 2nd, at 6:00 PM at the Big Fish Grille in Crofton, Maryland. The restaurant has an extensive dinner menu



(<http://www.thebigfishgrille.com/dinner-menu>) with a variety of prices. The Big Fish Grille is conveniently located just north of Route 50, between the Washington Beltway and Annapolis. Join fellow CTR members and friends to socialize, talk about cars, look forward to spring, catch up on old times, and just have a good time. We hope to see you there!

RSVP to the E-vite when you receive it or contact Bruce Hislop at bmhislop@hotmail.com or 410-721-9411.

Location: Big Fish Grille, 1260 Crain Highway (Route 3), Crofton, MD 21114 (<http://www.thebigfishgrille.com/>),

Simple directions:

From VA and DC: get to 50 East in Maryland towards Annapolis. Exit 13B for Route 3 North to Crofton -- see below*

From Annapolis: take Route 50 West to Exit 13B for Route 3 North -- see below*

From points south: take Route 301 North to Route 3 North (after it crosses under Route 50) -- see below*

* Once on Route 3 North from Route 50: Continue on Route 3 North to third stop light at Cronson Blvd. Turn left at the light. Take the second opening to right and continue to front of restaurant.

From points north: Get onto Route 3 South. After the light at Route 424 in Gambrills/Crofton, turn right at the next light onto Cronson Blvd. Take the second opening to right and continue to front of restaurant.



Awards Brunch

January 20th



On January 20th CTR members gathered at Clyde's at the Mark Center in Alexandria for our annual Awards Brunch. At the Brunch we have the opportunity not only to recognize previous year participation, but to socialize and maintain old friendships through the winter months when most (but not all) our cars are off the road. This year, those with the highest number of CTR participation points received club regalia such as grill badges and lapel pins. Three of the highest points scorers – Art Fournier, Sandy Thomson, and Dennis Eckhout – received special tool bags bearing the CTR logo.

Starting with those with the most points, those recognized for their participation in 2012 CTR events were: Lionel and Nancy Mitchell, Art and Sue Fournier, the Thomson Family (Sandy, JoAnne, Rob, Jonathan, and Scott), George and Karen Earwaker, Dennis and LuAnne Eckhout, Mark Shlien, Rich and Patti Townsend, Tom and Mary Burke, Fred Mittelman and Diane Page, Patrick Carter, Sherman Taffel and Camellia Blackwell, Bruce and Miriam Hislop, Jeff and Marcy Knepp, RJ Fortwengler and Sheila Skipper, Bill and Carol Goodwin, John and Sara Buescher, Karl and Penny Johnson, Tim Shalvey, Rich and Lisa Smalling, Paul, Sharon, and Rebecca Edelstein, John Puckett, Matt and Carrie Schipani, Stephen Prior, Joe and Rita Cannon, Ira and Mary Schoen, Steve Mumma, Rich and Joanne Wilkins, Rich Bohan, Bill and Kathy Wemhoff, Roger Morrison, Mark Olkon, Earl Hill, Jeremy Kinney, Jay Christopher, Tim Cornish, Scott Smith, Jay and Maureen Donn, Ben Cheshire, Erik Sulks, Bill Olson, John Marino, Mike Avakian, Michael Lake, René Burcksen, Glenn Minucci, Hank Seiff, Harvey Lee, Jutta Luckas, Bruce Mundie, Paul Malandrino, Gregg Bachner, Craig Nichols, Kelly Alford, Andrew Stewart, Roger and Mary Haley, David Balboni, Robert Fabie, Donald Clarke, Al Ames, Richard Pace, Joe Beene, Pam Michell, Lyle Farmer, David and Beverly Dougherty, Ed Chan, Alan Stiley, Keith Jackson, and Joe Beene. Congratulations and thanks to all – your participation is the engine that drives our club!

Clyde's at the Mark Center proved to be a great location for the Brunch providing a private room, excellent food and drink, and very efficient service. Our special thanks go to Mark Shlien for picking the location and setting up the event!



Lionel Mitchell presenting certificates (in no particular order) from left top to: Art Fournier, Beverly Dougherty, Bill Goodwin, Dennis Eckhout, Don Clarke, Earl Hill, Ira Schoen, Jeff Knepp, and Maureen Donn



Patrick Carter, Mark Shlien, and Dennis Eckhout drove their Triumphs!



*From upper left, Lionel Mitchell presenting certificates to: Fred Mittelman and Diane Page, Sherman Taffel and Camellia Blackwell, Patrick Carter, Mark Shlien, Paul Edelstein, RJ Fortwengler, Rich Townsend, and John Buescher
On the right, CTR members enjoying brunch at Clyde's*

(More Awards Brunch photos on Page 6)



Awards Brunch (Continued from Page 5)



Above: Last, but certainly not least, CTR president and Awards Brunch emcee Lionel Mitchell receives his certificate of recognition as the person who earned the most participation points in 2012 from CTR vice president John Buescher

Top and center: CTR members enjoying brunch at Clyde's
Bottom: Stephen Oertwig returns to the Washington area after an exile in Hawaii
Bottom right: Marcy Knepp



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Above and Beyond!



Anyone married to a British car enthusiast must be, by nature, a patient and understanding person. But going along with your husband while he strips layers of paint from body panels deserves special recognition! Yes, that's in the front hall inside the house.

We weren't going to name the guilty party, but Lionel Mitchell outted himself on our Facebook site. The car in question, his owned-since-new maple TR6, is the subject of a long-term restoration.

Williamsburg British and European Car Show April 13th

The 14th annual Williamsburg British and European car show will be held on Saturday, April 13th at the Chickahominy Riverfront Park, located at the intersection of the James and Chickahominy Rivers. A registration form is available on the Williamsburg British Car Club's website: www.wmbgbrit.com/. For more information, contact Roy Gavilan at Rgavilan@verizon.net or 757-220-4774.

SportsCar Shop Tour Saturday, March 23rd

Scott Zetterstrom, owner of the SportsCar Shop in Sterling, has offered to open up his facility for a tour on Saturday, March 23rd. The SportsCar Shop is a full-service facility that caters to daily drivers as well as sports and exotic cars. Additionally, they have a Garage Club that allows members supervised access to garage facilities and equipment for do-it-yourself projects. Scott indicates there is usually a race car on hand that he will put on the alignment rack with scales to demonstrate corner balance and alignment. There will probably be an engine build in process as well. If anyone wants to put their own car up for a demo, that may be arranged as well.

After the tour, a lunch of burgers and dogs will be available. Look for additional details and exact times in an E-vite and on CTR's Facebook and Forum sites. For more on the SportsCar Shop, check out their website: <http://www.sportscarshopinc.com/index.html>



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A Winter Pick Me Up

January 17th

Matt Schipani

On January 17th I hosted a small gathering in my new garage to share some of my fun garage toys and answer questions about some of the more unusual items including a four post lift and interlocking plastic RaceDeck flooring.

Traditionally CTR winter events don't involve much in the way of nuts, bolts and grease, so I wanted to include a GYHD project as well and asked around for anyone with a project that might benefit from the use of my lift. Mark Shlien stepped up the plate with the replacement of the oil pan gasket on his TR6. No problem!

By 10:30am the donuts were decimated, the coffee was flowing, the floor and lift were explained, and Mark's TR6 was on the lift and ready for action. In very short order we were able to drain the oil, remove the pan and get started cleaning up the pan. I setup a time lapse camera under the lift to catch some of the action.

In this picture you can see myself, Mark Shlien, Scott Tilton and John Puckett's hand all looking at some bolts.



Then back to bolt removal.....

Soon after this the pan was removed, cleaned, painted and reinstalled after a pizza break to wash down any donut residue.



All in all it was a fun time for me and I hope for the other 16 CTR folks that attended.

One notable CTR member, Sherman Taffel, was on hand with some great advice on painting and re-installing Mark's oil pan. He also posed for this great picture!



I checked with Mark before writing this article and Mark reports that there are no leaks!



More from Matt's Winter Pick Me Up



Top left: Alan Stiley, Lionel Mitchell, Michael Lake, Erik Sulcs, and Bill Goodwin

Center: Lionel Mitchell, Alan Stiley, Bill Goodwin, and Karl Johnson

Bottom: Paul Edelstein and Tim Shalvey

*Top right: Sherman Taffel paints the oil pan
Bottom, Emma, Ethan, and John Puckett*



Emission Controls and Vacuum Lines on a 1974 Triumph Spitfire

Mark Farren

Have you ever looked under the bonnet of your Spitfire (or TR-6) and wondered what all those little black hoses connected to your carburetor were and, more importantly, if they were hooked up correctly? I did. So after a cracked exhaust manifold gave me the “opportunity” to disconnect all those hoses, I spent some time trying to answer that very question.

I looked high and low for a simple diagram showing how all the lines connected to the carburetor were supposed to be hooked up. I found several showing how the big lines were holed up (fuel lines and such), but I could not find anything showing all the little ones. I am sure it is out there somewhere, but I did not find it. I did, however, find several good reference documents. Each gave a piece of the story.

- “TR250 – TR6 Carburetor Overhaul” on the Buckeye Triumph website (Buckeyetriumphs.org). If you have a Zenith Stromberg carburetor, you should read this. Very useful.
- Triumph Sports Owners Association September 1974 Newsletter. This newsletter has an article titled “A Pocket Description of the 1974 Triumph Emission Control Systems” and includes information on both the Spitfire and TR6.
- Victoria British Parts Catalog and the Haynes Automotive Repair Manual.

The major components that are connected to the Carburetor include: the Exhaust Gas Recirculation (EGR) Valve, Thermostatic Vacuum Switch, Carbon Canister, Anti Run On Valve, Distributor Vacuum Retard Unit, and Flame Traps. I will discuss each of the major components and then show how they all are connected.

The Carburetor

The carburetor on my car is a single Zenith Stromberg CD 150. I will not go into details on the operation of the carbu-

retor (for more info check out the article on the Buckeye Triumph Website). This carburetor has seven (7) connections on it, not counting the air filter and intake manifold (the important ones). The locations of the connections are shown in Figures 1 and 2.

- Exhaust Gas Recirculation (EGR) Valve Sensing Port (Top)
- Manifold Vacuum Sensing Port (Bottom)
- Float Bowl Vent (Left side)
- Fuel Inlet (Left side)
- EGR Control Valve (Left side) - The EGR control valve cuts the vacuum to the EGR valve when the choke is being used by opening an air bleed into the vacuum line.
- Crankcase Vapor Recirculation Port (Right side)
- Throttle Bypass (Deceleration) Valve Sensing Port - The Throttle Bypass (Deceleration) Valve allows air to flow around the throttle disk when there is a very high manifold vacuum (depression) with the throttle closed (think decelerating). Poor fuel combustion and popping can occur, leading to increased exhaust emissions. The bypass valve senses the high depression and allows some air to go around the throttle plate to reduce the depression.

Figure 1 – Left Side of a Stromberg 150 CD Carb

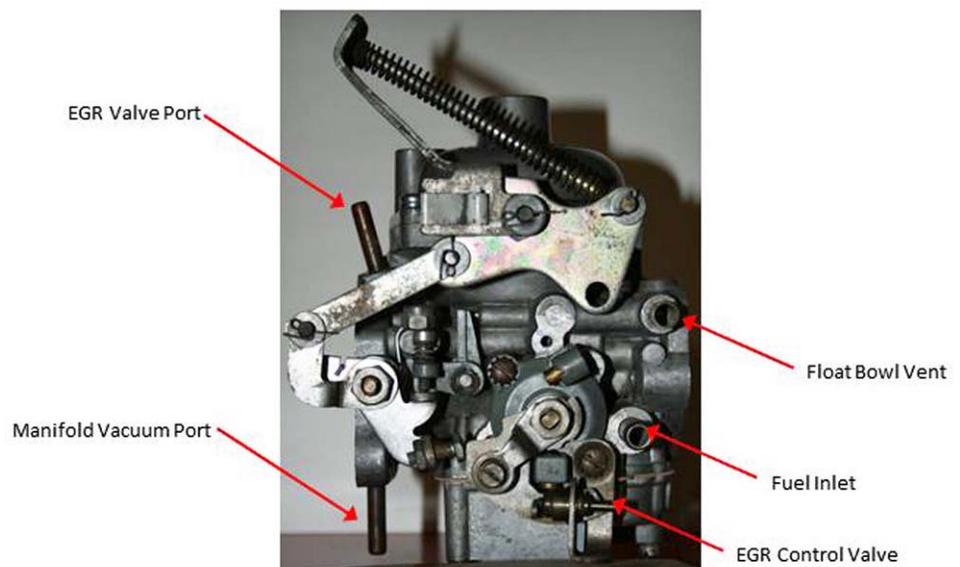
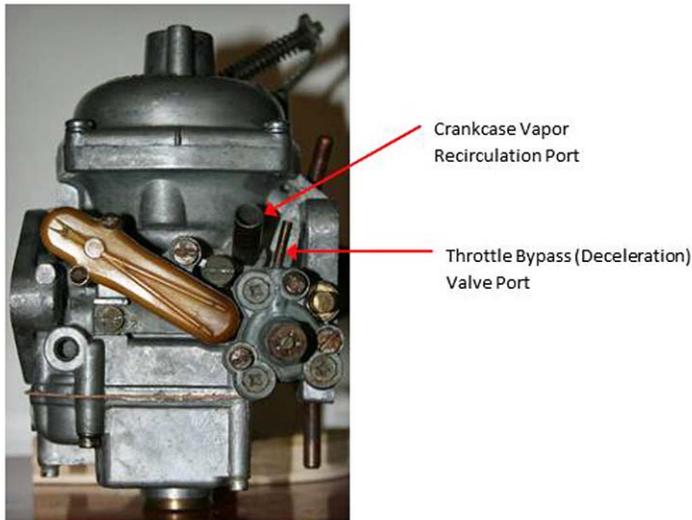




Figure 2 – Right Side of a Stromberg 150 CD Carb



Exhaust Gas Recirculation (EGR) Valve

The EGR Valve is located on the exhaust manifold and sends a small amount of exhaust gas back into the intake manifold. This reduces the temperature in the combustion chamber and reduces emissions. The operation of the EGR valve is controlled by a vacuum signal taken from the top of the carburetor. “The control signal is taken from the throttle edge tapping of the carburetor. At idle or full load no recirculation is provided, but under part load conditions a controlled amount of recirculation is provided according to the vacuum signal of the metering valve.” – Haynes Manual

Thermostatic Vacuum Switch

The Thermostatic Vacuum Switch is a device that is used to protect the engine under higher temperature conditions (such as driving in heavy traffic). The switch is located in the lower radiator hose and is connected to the carburetor, distributor vacuum retard unit, and the throttle bypass (deceleration) valve. When the temperature rises, the switch breaks the vacuum to the retard unit. This advances the timing which will cause the engine to begin running cooler. The switch has 4 ports labeled D, C, M, and FI. Note that the information below was found on an internet forum. I have not been able to verify it.

- D is for the tube going to the distributor vacuum retard module
- C is for the tube that originated from the bottom of the carb
- M is vacant and not capped
- FI is for the tube that originated at the Throttle Bypass (Deceleration) Valve

Figure 3 – TVS Switch



Carbon Canister

The Carbon Canister takes fumes from the gas tank, carburetor float bowl, and the crankcase breather housing and passes them through a carbon filter to absorb the fumes. During normal operations, the fumes are combined with the crankcase breather fumes and fed back into the constant depression portion of the carburetor to be burned in the combustion chambers. When the car is not in use, the vapors are absorbed in the carbon canister.

Anti-Run On Valve

The Anti-Run On Valve is activated when the ignition is turned off. It pulls a vacuum on the carburetor float bowl thereby cutting off the fuel supply. This eliminates the tendency for the engine to run on after the ignition is turned off when operated on low octane fuel (dieseling).

Distributor Vacuum Retard Unit

The Distributor Vacuum Retard Unit connects to the bottom of the carburetor and uses a ported vacuum signal to retard the engine timing. This is intended to reduce emissions.

Flame Trap

If you start tracing those little black vacuum lines from your carburetor, you won't get very far before you run into one of these little devices.

(Continued on Page 8)



Emissions Controls (Continued from Page 7)

The flame trap is a little metal cylinder, about 1/2" diameter by 2" long. It is installed between components that are connected by vacuum lines (e.g. between the carburetor and the distributor vacuum retard unit). If vapors in the vacuum line were to somehow

Figure 4—Flame Trap

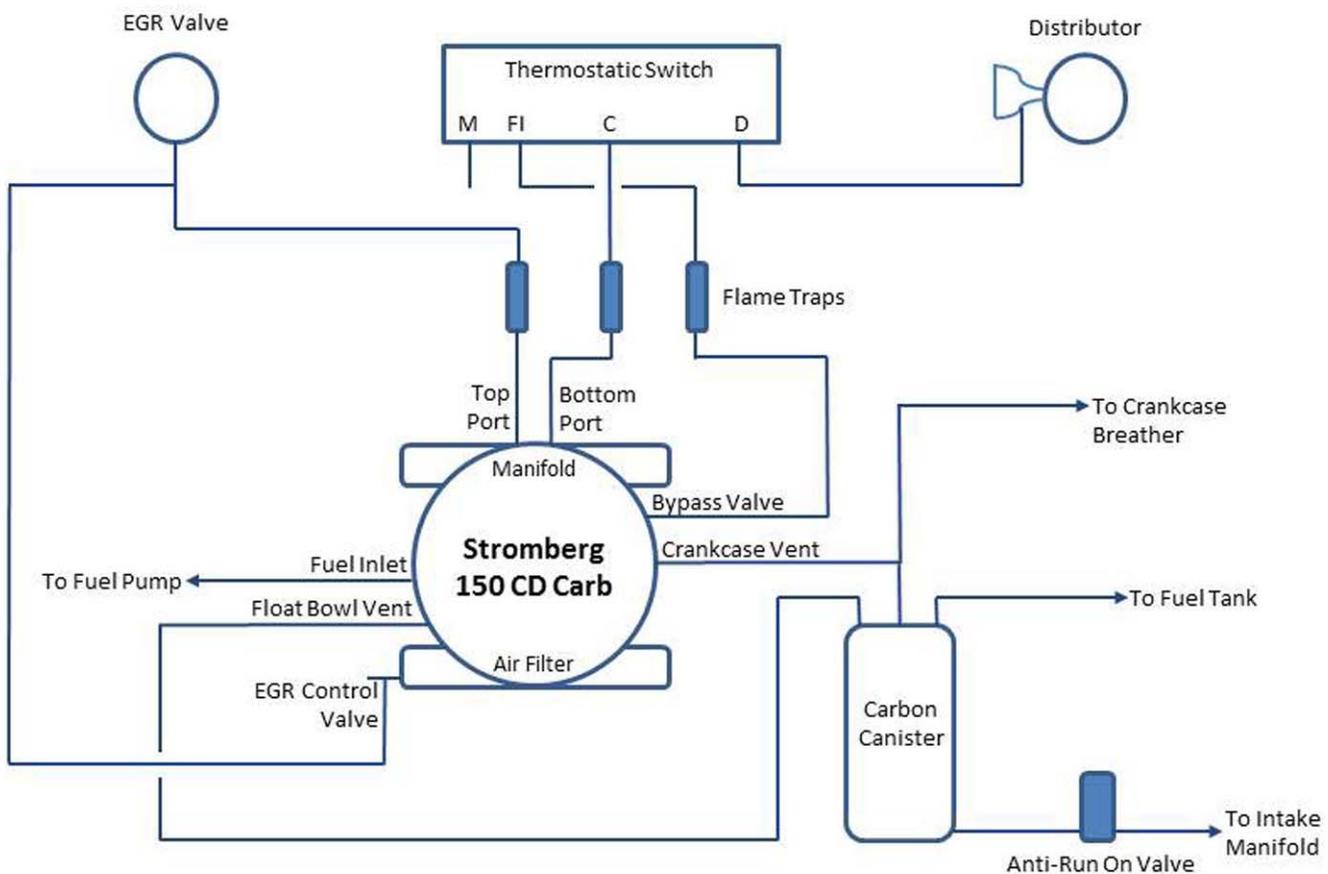


ignite, the flame trap is intended to prevent the flame from traveling to the next component.

Vacuum Line Diagram

Figure 5 below shows how the emission control and vacuum lines are connected to the carburetor and other components.

Figure 5 - Vacuum Line Diagram



CTR Happenings (Continued from Page 3)

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

E-Mail and Regular Mail Address Updates

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

mailing addresses for you.

The e-mail address is used for E-vites to our events and is handy for late breaking event changes due to weather and the like. And please don't forget to give us your new mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!



From Your Album



CTR member Bill Yurasko is shown above in the TR250 he purchased new in 1968. The photo was taken around 1970 at the Jersey shore. The TR250, “Tommy,” was a prized possession. Unfortunately, Bill passed away in November 2012.

In the photo below, current CTR member Christopher Yurasko and his brother carry their father’s remains to the cemetery for interment. “We were very fortunate that the day of his funeral the weather was nice so we were able to give him one last ride in Tommy.”



Penetrating Oils

“Machinist’s Workshop” recently published information on various penetrating oils. The magazine reports they tested these products for “break out torque” on rusted nuts and bolts. A subjective test was made of popular penetrating oils, with the unit of merit being the torque required to remove the nut from a “scientifically rusted” bolt.

Average torque load to loosen nut:

No Oil used	516 foot pounds
WD-40	238 foot pounds
PB Blaster	214 foot pounds
Liquid Wrench	127 foot pounds
Kano Kroil	106 foot pounds
ATF/Acetone mix	53 foot pounds

The ATF/Acetone mix is a “home brew” mix of 50/50 automatic transmission fluid and acetone. Note this “home brew” released bolts better than any commercial product in this one particular test.

Our local machinist group mixed up a batch, and we all now use it with equally good results. Note also that Liquid Wrench is almost as good as Kroil for 20% of the price.

ATF/Acetone mix is best, but you can also use ATF and lacquer thinner in a 50/50 mix. ATF = Any type of Automatic Transmission Fluid.

Editor’s notes: Joe Cannon provided the article above, although I’ve also seen it in a variety of club newsletters and forums. I don’t know the original source – if you do, please let me know so I can give it proper recognition (and also help determine the validity of the information).

Doing a quick internet search, I found several positive testimonials for the ATF/Acetone mix; however, a few reports indicated that the mixture separated quickly and that, naturally enough, the acetone evaporated quickly in use. Do any of you have experience with this mix?



16th Annual
Britain on the Green
 April 28, 2013
 Gunston Hall, Mason Neck, VA

CTR’s 2013 Britain on the Green British car show promises to be bigger (and hopefully better) than ever. We can really use your help, so please contact Jeff Knepp or Fred Mittelman to volunteer.



EVENTS

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

- Feb 17** - Smithsonian Udvar Hazy Tour *CTR*
- Mar 2** - Winter Dinner Crofton, MD *CTR*
- Mar 12** - CTR ESB Meeting
- Mar 23** - Sportscar Shop Tour *CTR*
- Mar TBD** - GYHD “CTR”
- Apr 13** - Williamsburg British and European Car Show
- Apr 13** - Simeone Automotive Museum Tour *CTR*
- Apr 20** - GW PKWY Run *CTR*
- Apr 24** - BOG Stuffing Party
- Apr 28** - 16th annual Britain on the Green show, Gunston Hall, Mason Neck, VA *CTR*
- May 11** - Frederick, MD, Celtic Festival and British Car Show
- May 17-19** - Carlisle, PA, Sports and Import Show
- May 14** - CTR ESB Meeting
- May 18** - Webb Motors Tour
- May 25-Jun 2** - British Car Week
- Jun 1** - Cars and Motorcycles of England show, Westtown, PA, http://www.dvtr.org/flyers/CMoE_2013_Flyer.pdf
- Jun 2** - The Original British Car Day and CTR post-show get-together *CTR*
- Aug 1-3** - The Roadster Factory Summer Party, Armagh, PA *CTR*
- Oct 2-6** - Triumphest and VTR National Convention, San Francisco, CA *CTR*

*** Much More to Come ***



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

CLASSIFIED

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

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

For sale. 1963 TR4 with fiberglass top. Very rusty and won't start currently, so it would either be a parts car or a project car. Located in Gaithersburg, MD. Contact Walt Webert, 585-755-7894



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

**Deadline
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TRIUMPH TRIVIA: Who designed a Triumph inspired by an Alfa Romeo?

Donald Healey's 1934 Triumph Dolomite Straight Eight was inspired by the Alfa Romeo. Only three cars and six engines were produced.



Photo Credits

Page 1 - Emma Puckett; Page 4-6 and 9 - Art Fournier;
 Page 7 - Tim Shalvey; Page 8 - Matt Schipani;
 Page 9 upper right - Sherman Taffel;
 Pages 10-12 - Mark Farren;
 Page 13 - Christopher Yurasko

Triumphs in the News



The cruise ship Carnival Triumph, after being adrift in the Caribbean following an engine room fire, is towed into Mobile Bay. Could it be that, like other Triumphs, it has a Lucas electrical system? No big deal; all Triumphs get towed home on occasion.



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THE STANDARD





THE STANDARD

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Udvar-Hazy Tour

CTR member Jeremy Kinney is shown leading club members on a guided tour of the National Air and Space Museum's Stephen F. Udvar-Hazy Center on February 17th.

When not driving his TR4, Jeremy keeps busy as Curator of Aero Propulsion for the Smithsonian Institution's National Air and Space Museum. With an encyclopedic knowledge of the Udvar-Hazy Center's collections and an obvious enthusiasm for aviation, Jeremy is the perfect guide for the Smithsonian's modern and expansive facility adjacent to Dulles International Airport.

(Continued on Page 4)



PAGES 1 and 4 - Udvar-Hazy Tour; PAGE 2 - From the President - Shape of Things to Come; CTR Happenings; PAGE 3 - SportsCar Center Tour; PAGE 5 - Your Photo Album - Hank Seiff; George Washington Parkway Run; PAGE 6 - Winter Dinner; PAGE 8 - Washington Auto Show; PAGE 9 - Personal Triumphs - Al Ames Spitfire Speedster; PAGE 10- Events; Classified; PAGE 11 - Club Info

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The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

By now, you will have noticed that we have a new web site. I hope you've had a chance to explore the pages and features. You can register and pay on-line for Britain on the Green – what are you waiting for?! You can access the CTR Forum and the CTR Facebook group page. You can also access the newsletter – current and past issues. If you have not already set up a member account, feel free to sign up. Most pages have a side-bar for requesting a member account. When you submit a request for a member account on the web site, our web administrator JP will check your name against current membership roster and send an initial password to you by email if your membership is current. You can then go to your user profile under Member Resources and change it to something you can remember. As I mentioned before, we will be stricter in policing membership rolls as the basis of web site participation for member resources. So, it's important to keep your membership current. Another feature that you've seen on the site is an area to post photos and videos of your Triumph projects. At this time, we do not have instructions on the site describing how this can be done. Stay tuned, this will be forthcoming.

Speaking of Britain on the Green, we're going full speed in planning the best BOG ever at our new location at Gunston Hall Plantation on Sunday, April 28. You can get a preview of the details on the BOG pages on the new web site or by visiting the official Gunston web site at www.gunstonhall.org. This year's show promises to be the best ever. There is plenty of room for parking for show cars and spectator cars. The ground is flat – no more hill climbs and no more parking on the side of a hill. The house and grounds are gorgeous. House tours are included in the price of registration and spectator admission. There will be Colonial re-enactors giving demonstrations, and there may be a few surprises in-store. One thing that will be new for 2013 is the first place and best of show award items. Also new for this year will be the Gunston spectator award.

We haven't had much of a winter around here, but spring is just around the corner. It's time to get your Triumph in shape for the driving season and upcoming events. Coming up soon is our visit to the SportsCar Center in Sterling followed

by a visit to the Simeone Automotive Museum in Philadelphia. At the Simeone, we'll be meeting up with members of the Delaware Valley Triumph club to see the Best of Britain exhibit as well as the permanent collection of classic race cars. A few of us went last year. It's definitely worth the trip. Look for the evite on these events soon.

On a personal note, I'm continuing to make progress on the restoration of my Maple TR6. I've posted a few photos on our Facebook page and have chronicled the progress on our Forum under the Restorers Anonymous folder. After stripping the detachable parts to bare metal, I opened up the end caps on the rockers and sprayed rust proofing inside. I removed the locks, handles, window mechanisms and glass from the doors and carefully packed them away. I also prepared the factory hardtop for painting by removing the exterior trim, head liner, and the window rubber seals and glass. And just today, I lowered the body tub from the rafters in my garage, where it has been hanging for the past 12 years, onto a dolly. Soon, I will transport the whole kit and caboodle to the painter for body preparation and painting in the original Maple color paint. I have previously restored the frame and all suspension parts and have a complete rolling chassis. Last summer, I had the engine short block restored and a few years ago I had the cylinder head restored. The paint job is the last big expense on this long restoration road. But lest you think that you will see my car at BOG 2013, it ain't gonna happen. There will be plenty of work to do even after the body gets painted. But at least now I can now see the light at the end of the restoration tunnel. I just have to stay focused. Wish me luck.



CTR Happenings

Please Welcome CTR's Newest Members!

- ➔ Margaret Adair, Fairfax, VA, 1970 Spitfire
- ➔ Robert Fox, Lorton, VA
- ➔ Dennis Kruse, Leesburg, VA

And please welcome back Stephen and Ho Yong Oertwig who have returned to Fredericksburg, VA, with their GT6 Mk III and 2000 sedan after spending the last few years in Hawaii.



Early Spring Events

We've set up a visit to the SportsCar Shop, on March 23rd. In March or early April, we'd like to hold a GYHD session, so if you have a project in mind, contact Lionel Mitchell or one of the other ESB members.

On April 13th, we will visit the Simeone Automotive Museum in Philadelphia for their "Best of Britain" car show. We plan to revive our George Washington Parkway driving event on April 21st (please note that's a change). And on April 28th, we will hold our 16th annual Britain on the Green car show at our new location, Gunston Hall.

And, as always, we're looking for excuses for GYHD sessions and impromptu drives.

For the Newsletter

Do you have photos like the ones on page 5 that show our LBCs when we and they were younger? Please share them with the newsletter. Electronic copies preferred, but paper copies will be scanned and returned.

Do you have a favorite road in the greater National Capital region that's a favorite when you exercise your LBC? Send the location to share in the newsletter.

And finally, a reminder that we are always looking for articles, tech tips, and items of interest to include in the newsletter and to share with the other members of CTR.

CTR Forum and Facebook Accounts

Both the Forum and Facebook sites are great sources of late breaking news about club events. Get details and ask questions, find out who is attending. Both contain a number of continuing general interest threads and both can now be accessed by means of the CTR website. Or to access them directly, use the following links.

The Forum is at http://www.capitaltriumph_register.com/forum/Blah.pl? Pre-register with JP Puckett. (Although the software is old and cranky like our Triumphs, JP has worked wonders with it recently!)

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

Finally, please make sure we have up-to-date e-mail and mailing addresses for you.

SportsCar Shop Tour

Saturday, March 23rd

The SportsCar Shop will open up its facility to CTR on Saturday, March 23rd. The SportsCar Shop is a full-service facility that caters to daily drivers as well as sports and exotic cars. They also have a Garage Club that allows supervised access to garage facilities and equipment for do-it-yourself projects. There is usually a race car on hand that they will put on the alignment rack with scales to demonstrate corner balance and alignment. There may be an engine build in process as well. If anyone wants to put their own car up for a demo, that may be arranged as well.

The tour will begin at 10:30 AM. After the tour, a lunch of burgers and dogs will be available. They are located at 45759 Elmwood Court, Sterling, VA 20166. For more on the SportsCar Shop, check out their website: <http://www.sportscarshopinc.com/index.html>

RSVP by responding to the CTR e-vite or by contacting Art Fournier at artfournier@comcast.net or 410-535-0690.



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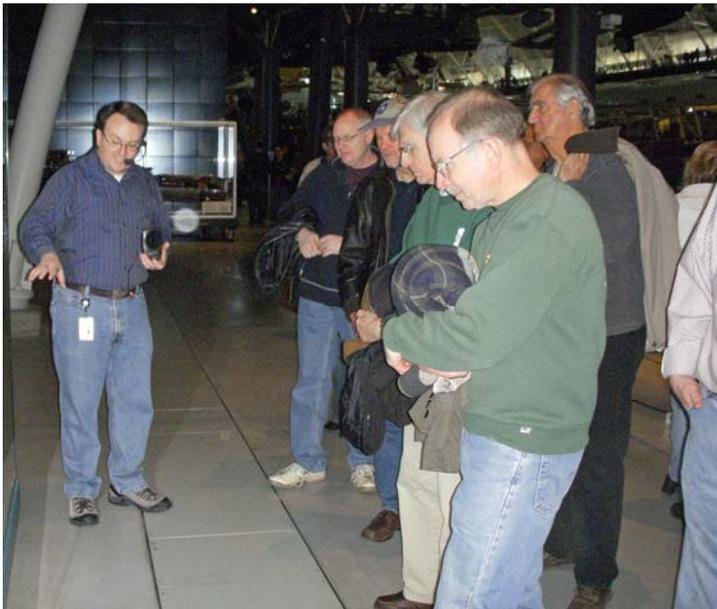


Udvar-Hazy Tour *Continued from Page 1)*

Well over 20 CTR members, family, and friends took part in the tour. Some met at a nearby Red Robin Restaurant for lunch, while many others proceeded directly to the Center. In fact, Jeremy's discussion proved to be so interesting that several interlopers joined the tour!

Beginning near the SR-71, we walked through the Museum's collections of military, commercial, and civilian air and space craft dating from the origins of flight (the 1903 Langley Aerodrome) through the space age (the shuttle Discovery which arrived at the Museum in 2012). Something new is the observation deck over the Mary Baker Engen restoration hangar, which has replaced the restoration shops previously located in Silver Hill, Maryland.

What had been planned as a two-hour tour lasted over three and a half, and could have gone on longer – there is far too much to see and explore at the sprawling complex. CTR's thanks go to Jeremy for leading us through the collection!

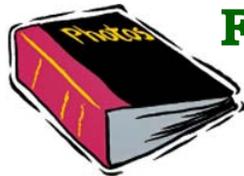


Above: Jeremy discusses early aircraft engines

Top right: After a lot of walking, Maureen Donn and Sara Buescher take advantage of a convenient bench

Bottom right: CTR members look up at the shuttle Discovery, one of the Museum's newest exhibits





From Your Photo Album

Hank Seiff



Here's a photo of me in my 1959 Morgan Plus Four. It was taken at an autocross in a parking lot somewhere in the Detroit area, most likely in 1963 (when I was 23).

I only had the Morgan for a couple of years before realizing how hopelessly impractical it was, but I also remember how cold I was driving over to Lake St. Clair for an ice run one winter day. And then there was the day when the wooden floor of the "luggage compartment" behind the rear seat gave way and my golf clubs were spread all over the road below. And there was the drive to Chicago from Detroit where the generator gave out. On the other hand, I did win a few autocross and ice run trophies and I sure impressed the high-school kids across the street from my apartment when I drove it to Chrysler Engineering, where I worked at the time.

Once the Morgan was sold, it was replaced by a SAAB 93B and later by a Simca Plein Ceil. In truth, the SAAB

was the most fun of the batch. It only produced 33 hp from its three-cylinder two-stroke engine, but it handled wonderfully and you could drive it flat out and never worry about a speeding ticket. It met its demise on the 24-hour POR rally when we didn't quite make a sharp left turn and slid off the side of a dirt road. After totaling the car, the local Justice of the Peace had the audacity to fine me for running the right-hand side of the car into a local tree!

Do you have a photo of you or your LBC when you both were younger? If so, send it in to share with CTR in The Standard.

George Washington Parkway Run

April 21st
Art Fournier

After skipping a year, the George Washington Parkway Run returns on Sunday, April 21st, a revised date. The GW Parkway is definitely one of the more scenic roads to be encountered inside the Washington Beltway. Opening in 1932 for recreational driving, it offers an opportunity to exercise our cars in fairly gentle manner. (The good officers from the National Park Police tend to inhibit the spirited driving the Parkway deserves, but such is life!)

This year we plan to alter the event a bit from our 2011 run. We will meet at 9:45 AM for coffee and doughnuts in the parking lot at the Turkey Point Recreation Area at the northern end of the Parkway not far from the American Legion Bridge. We will head south on the Parkway, cross the Potomac for a brief jog through the District to view the monuments (and show off our cars, of course). Time permitting we may make a short pit stop in East Potomac Park. We'll then cross back into Virginia, rejoin the Parkway and head south through Alexandria to Mount Vernon and then back to a restaurant in the Alexandria area for lunch for those so inclined.

April 21st is after the Cherry Blossom Festival, so traffic and crowds in the area should be lighter than in the past. And there's a better chance that spring weather will have taken hold

Look for an e-vite and more information on our Facebook and Forum sites as the event draws nearer.

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CTR Winter Dinner

Sunday, March 2nd

Bruce Hislop

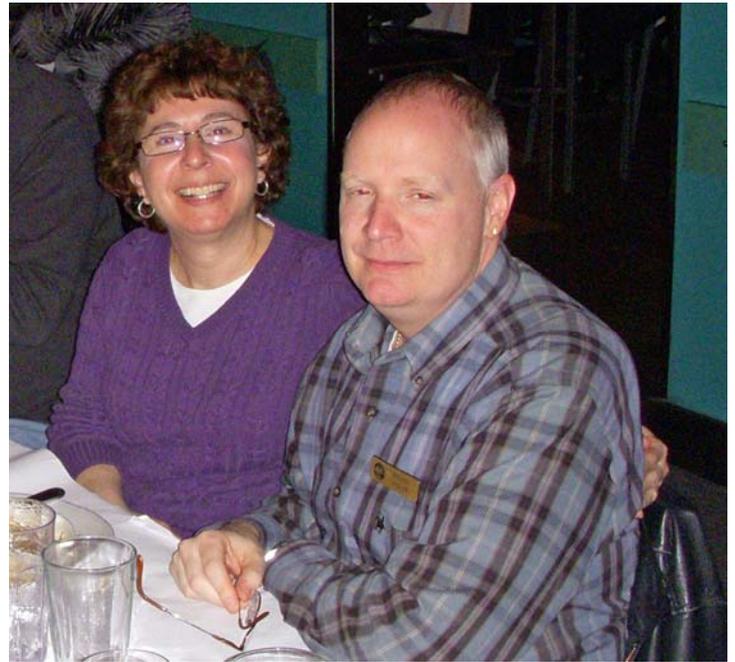
Just because the weather turns cool, we don't have to put our CTR-selves in hibernation. The same holds true of our cars (see below)! In fact, CTR has something scheduled each month of the Cool Season to get us all together. November is T4; December is the Holiday Party; January is the Awards Brunch, and March is the Winter Dinner. This dinner is an informal affair to get CTR members together once more before the Solstice (not Sherman's Pontiac) heralds (not Bill's car) the return of spring. On the evening of March 2nd, the annual CTR Winter Dinner was held at Big Fish Grille in Crofton, Maryland.



There, eighteen CTR members convened and enjoyed half-price appetizers, libations, dinner, and most of all wonderful company. We discussed sports, cars, winter projects, cars, family celebrations, cars, and eventually, some of the discussions maneuvered around to cars. Proving to us all that our LBCs don't need to hibernate in a cozy garage over the winter, Rich Guba of Annapolis drove his beautiful yellow TR6 to the restaurant. His wife Lisa and son Theo came as well, but since the TR6 only has two seats, they brought another car. Other attendees were: Bruce and Miriam Hislop, RJ Fortwengler and Sheila Skipper, Art Fournier, Mark Shlien and his brother (top down in Mark's TR6, of course), Karl and Penny Johnson, Bill and Carol Goodwin, Paul and Sharon Edelstein, Dennis and LuAnne Eckhout and Lionel Mitchell.

As other cooler-climate clubs tuck themselves in for the long winter's nap, it's great to see that your CTR is working to keep us together all year. Next year, the Winter Dinner will be held in Virginia.





Previous page left: Bill and Carol Goodwin chat with Paul Edelstein

Previous page top right: Lionel Mitchell and Mark Shlien

Center: LuAnne and Dennis Eckhout and Sharon Edelstein

Bottom: Karl and Penny Johnson and Shieila Skipper

This page top left: The Brothers Shlien, Mark and Paul who was visiting from Connecticut

Bottom left: Dennis Eckhout and Richard Guba

Top right: Miriam and Bruce Hislop



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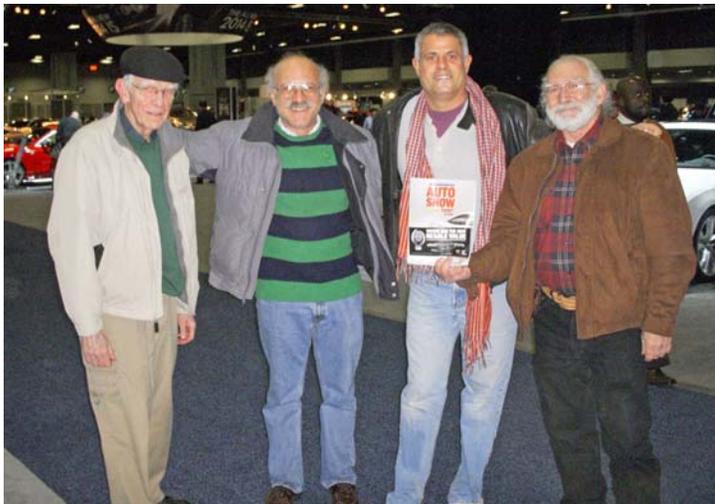


CTR NIGHT THE WASHINGTON AUTO SHOW

On Friday, February 8th, CTR paid its annual visit to the Washington Auto Show at the DC Convention Center after getting together for a quick meal at the Old Dominion Brew House. In what was probably just a sign of the times, the show seemed a bit smaller than in past years although there were still plenty of tires to kick.

A highlight of the show was the new Jaguar F Type. A disappointment was the absence of the Corvette C7.

Representing CTR were John Buescher, Paul Edelstein, RJ Fortwengler, Art Fournier, Karl Johnson, Lionel Mitchell, Tim Shalvey, Mark Shlien, and Sherman Taffel.



Top left: Lionel Mitchell in the car of his dreams (or at least one of the cars of his dreams), a Jaguar F Type

Bottom left: Karl Johnson, Paul Edelstein, Mark Shlien, and Sherman Taffel

Top right: Karl Johnson and RJ Fortwengler

Bottom right: John Buescher, Lionel Mitchell, and Karl Johnson



Personal Triumphs: Al Ames' Custom Spitfire Speedster

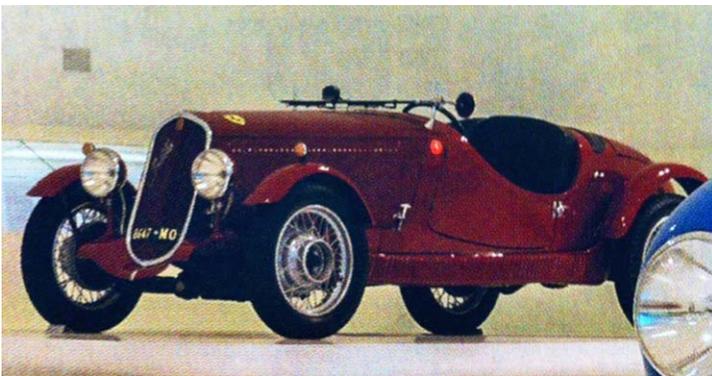
Al Ames is in the process of taking leftover parts and building a "new" Spitfire with a custom body in the style of a 1930s vintage speedster. The chassis is built from a couple of parts cars. Now that he has a rolling chassis, he plans to fabricate an aluminum body.



Top left: The rolling chassis Al Ames built up from spare and leftover parts

Bottom left: The concept for the speedster body

Above: Al Ames uses wood panels to rough in and help explain the custom body planned for the Spitfire speedster



16th Annual
Britain on the Green

April 28, 2013
Gunston Hall, Mason Neck, VA

CTR's 2013 Britain on the Green British car show promises to be bigger (and hopefully better) than ever. We can really use your help, so please contact Jeff Knepp or Fred Mittelman to volunteer.

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EVENTS

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

Mar 22-24 - SCCA Spring Driver’s School, Summit Point, WV, Pat Sharkitt, psharkitt@twinight.org

Mar 23 - SportsCar Shop Tour *CTR*

Mar TBD - GYHD “CTR”

Apr 13 - Williamsburg British and European Car Show

Apr 13 - Simeone Automotive Museum Tour *CTR*

Apr 21 (New Date!) - GW PKWY Run *CTR*

Apr 24 - BOG Stuffing Party

Apr 28 - 16th annual Britain on the Green show, Gunston Hall, Mason Neck, VA *CTR*

May 11 - Frederick, MD, Celtic Festival and British Car Show

May 17-19 - Carlisle, PA, Sports and Import Show

May 14 - CTR ESB Meeting

May 18 - Webb Motors Tour

May 25-Jun 2 - British Car Week

Jun 1 - Cars and Motorcycles of England show, Westown, PA, http://www.dvtr.org/flyers/CMoE_2013_Flyer.pdf

Jun 2 - The Original British Car Day and CTR post-show get-together *CTR*

Jun 8 - 24th annual Orphan Car Tour, Williamsport, MD, Info: www.orphancartour.org, 540-364-1770, or tourdirector@orphancartour.org

Aug 1-3 - The Roadster Factory Summer Party, Armagh, PA *CTR*

Oct 2-6 - Triumphest and VTR National Convention, San Francisco, CA *CTR*

*** Much More to Come ***

CLASSIFIED

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

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

For sale. 1963 TR4 with fiberglass top. Very rusty and won't start currently, so it would either be a parts car or a project car. Located in Gaithersburg, MD. Contact Walt Webert, 585-755-7894

Wanted. TVR "S" series (late '80s). Contact Ed at EVanVoorh@aol.com

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- Racing	Ira Schoen	703-698-1691	Pterodactyl711@aol.com

THE STANDARD

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**Deadline
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TRIUMPH TRIVIA: What was the British Leyland Calypso?

Calypso was the code name for an early 1970s British Leyland concept to replace both the Triumph Spitfire and the MG Midget. In the company's financial turmoil, Calypso never materialized.

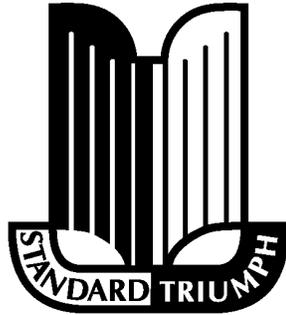


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 Page 9 right - Patrick Carter

Signs of the Times



And you thought this could only happen here in the Washington, DC, area!



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THE STANDARD



THE STANDARD

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Volume XXV, Number 4, April 2013



Triumphs cruise along Virginia byways during an impromptu drive on April 14th. Jeremy Kinney's TR4 leads Bob Fox's TR6 across a narrow bridge along one of the many great roads that are remarkably close to the Washington metropolitan area. For more, see page 12.

PAGES 1 and 12 - George's Blow the Dust Off Redux; PAGE 2 - From the President - Shape of Things to Come; CTR Happenings; PAGE 3 - BOG Poster; PAGE 4 - Simeone Automotive Museum Tour; PAGE 6 - SportsCar Shop Tour; PAGE 7 - It Deserves a Better Fate; PAGE 8 - Special from Dubai, UAE; PAGE 10 - Garage Sport Gold - Understanding the Thermovalve; PAGE 13 - Your Photo Album - Hank Seiff; PAGE 14 - Events; Classified; PAGE 15 - Club Info

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The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

Well, it's here! The 16th annual Britain on the Green show, and this year it's our inaugural show at Gunston Hall Plantation. We're all psyched. We could use your help on show day. So, come on out in your Triumph. It will be a wonderful day. We will have a few surprises in this year's show. Don't miss it.

In addition to all the preparation work for BOG, we've been busy with other events. Most recently, we went to a fabulous exhibit of Aston Martins, among other cars, at the Simeone Museum in Philadelphia. See more details of the visit in this issue. Earlier in the month, we made a visit to the SportsCar Shop in Sterling, Virginia. It's a place where you can work on your car for a reasonable price. They have lifts, a paint booth, and all kinds of tools. It's worth checking into. And just as this issue is going to press, Art Fournier was leading a group of Triumphs on the GW Parkway run.

At the end of March, Sandy Thomson, RJ Fortwengler, and I participated in the Jaguar Alive driving event at FedEx Field in Landover, Maryland. This was a promotional event put on by Jaguar to hype their cars, especially the introduction of the new F-Type. Of course there was an F-Type there. It was a pre-production model. We got to sit in it, but we didn't get to drive it. However, we did get to drive the XJ models as well as the XFR-S and the XKR-S. The S models are super-charged 550 bhp monsters. They actually let us drive these cars on a short drag course and a short auto-cross course. These cars are head-snapping fast – 0-60 in 4.2 seconds fast. The XKR-S coupe model starts at \$132,000. Just think of how many Triumphs you could restore for that kind of money. But if you like that kind of motorcar, the older XK8 and XKR models are tremendous bargains. But getting back to the driving event, it was great fun driving these big cars on the courses. I was very impressed how well the XK did on the auto-cross course. It had virtually no body roll. And speaking of the autocross, congratulations to Sandy for getting the fastest time in our group of drivers. In addition to the new Jag models, there was a gorgeous 1967 Jaguar E-Type roadster, red with black interior and chrome wire wheels there on display. It is owned by someone in DC. So, maybe we will see that car at BOG. Of all the cars there, Sandy, RJ, and I agreed that we preferred the E-Type over all the new models, even the F-

Type. I love my Triumphs, but I also have a soft spot for Jags, especially the E-Type.

I've managed to get in a couple of drives in my two running Triumphs over the last month, and I have worked a little on the body tub of my Maple TR6 in preparation for taking it to the painter. I've also acquired a few more parts for reassembling the fenders to the body tub and the tub to the frame. I just got that package this week. However, getting the tub to the painter will have to wait until after BOG. Stay tuned, as I plan to try to have a tech session at the painter's shop at which we will mount the tub to the frame. That should be fun and educational.

Coming up soon after BOG is our 4th annual trek to Roanoke, Virginia to visit Webb Motors. You should really consider making this trip while octogenarian Byron Webb is still active. This place is a real time warp from the halcyon days of LBCs. There is always an interesting collection of LBCs lined up in front of the dealer showroom, plus some pristine restored cars inside the showroom for sale. It's a 3 hour drive. You can make a long day trip of it, or stay overnight. Look for the evite on this event after BOG, and contact me if you're interested in going.



CTR Happenings

Please Welcome CTR's Newest Members!

- ➔ Peter Farrell, Herndon, VA, TR6
- ➔ Evan Brown, Millersville, VA, TR6

Spring Events

On April 28th, we will hold our 16th annual Britain on the Green car show at our new location, Gunston Hall.

On May 18th, CTR will visit Webb Motors in Roanoke.

On June 2nd, following the Original British Car Day at Lilypons Water Gardens in Adamstown, Maryland, CTR members are invited to a get-together at Tom and Mary Burke's home in Laytonsville — a spring version of our annual fall get-together following the Hunt Country Classic.



And, as always, we're looking for excuses for GYHD sessions and impromptu drives.

Cruise Ins

What could be better on a warm summer evening than getting together with a bunch of other gear heads and admiring and talking cars? Last year several of us took advantage of cruise ins to do just that. Surprisingly there are numerous events like these in the greater Washington area. Check out this site for a list:

<http://www.capitalcruisin.com/cruisein.html>

Most of the cars will be street rods, muscle cars, and American classics, but a surprising number of LBCs will be there as well.

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Do you have a favorite road in the greater National Capital region that's a favorite when you exercise your LBC? Send the location to share in the newsletter.

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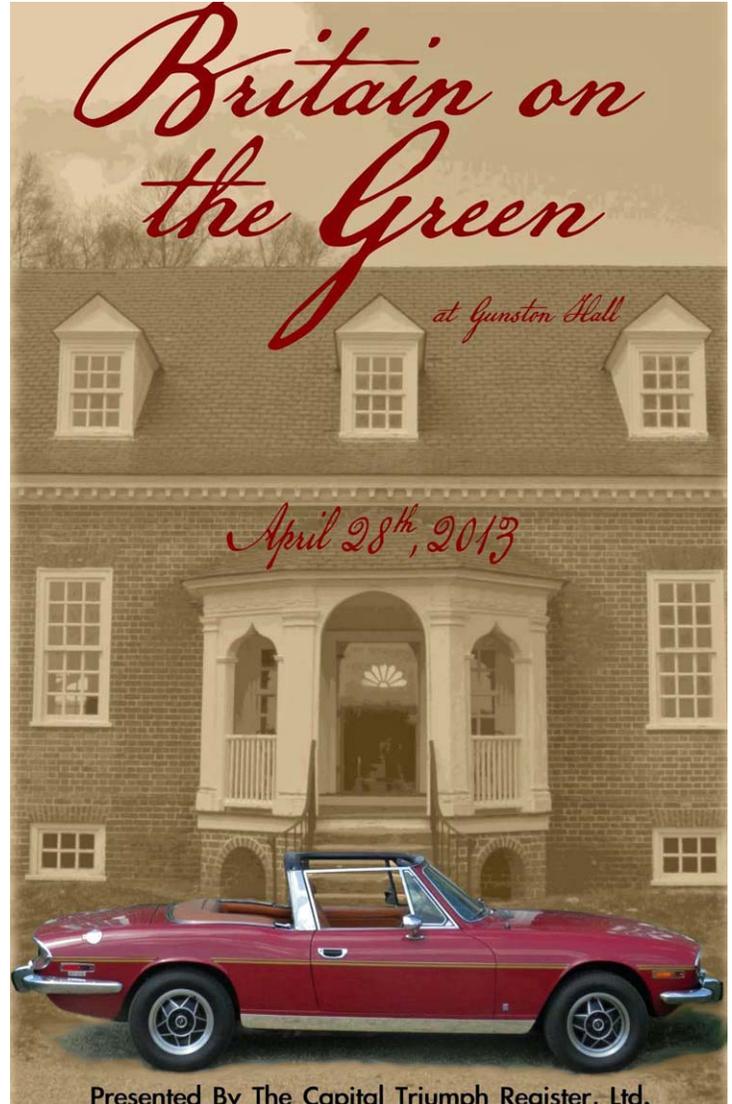
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Facebook is at www.facebook.com - join Facebook then apply to the Capital Triumph Register group.

Finally, please make sure we have up-to-date e-mail and mailing addresses for you.



Each year, CTR develops a unique souvenir poster for Britain on the Green. Here's a sneak preview of the 2013 poster designed by Tom Burke for our first year at Gunston Hall Plantation. A full size copy of the commemorative poster is included with each registration. Sign up for BOG to get yours!

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SIMEONE AUTOMOTIVE

MUSEUM VISIT

APRIL 13TH
LIONEL MITCHELL

What a nice way to spend a sunny Saturday spring day – Triumph people and their Triumphs and a museum full of amazing classic cars. In fact some of the most amazing race cars ever assembled anywhere, and if that's not enough car heaven, there was the most amazing collection of Aston Martins as the Best of Britain exhibit. All at a single location – the Simeone Automotive Museum in Philadelphia. As you probably know this museum houses the personal collection of race cars acquired by neurosurgeon Dr. Frederick Simeone. He's a very personable guy and a true car lover. He was there for our visit and came out to greet us and talk a bit about the cars.

Last year, a few of us went the Best of Britain exhibit at the Simeone Automotive Museum. One of the members of the Delaware Valley Triumphs, Marc Roland, met us at the museum and toured the exhibit and permanent collection with us. So, we resolved to try to go again this year. With that in mind, we contacted the DVT group via their Facebook group page. After some back-and-forth on Facebook and email, we arranged to meet with a group from the DVT club at the Museum. This time, we were met by a group of 16 including the club president, Bob DeLucia. While those guys came out in force in their Triumphs, we all drove the 2-3 hour trip in our daily drivers.

The purpose of our trip to the Simeone was to see the Best of Britain exhibit, but of course there is the phenomenal permanent collection. Talk about a kid in a candy shop overdose, overdose! Ok, I'm being over dramatic. But you get the idea. The Best of Britain exhibit was celebrating the 100th anniversary of the Aston Martin. Of course you know that the company was founded by my namesake, Lionel Martin. But I digress.

Personally, I have never, ever seen as many Aston Martins in my life. I doubt there have ever many exhibits this grand short of the factory in Gaydon, England. Where to start in describing the cars? There were pre-WWII cars from the 1930s, classic David Brown DB series cars (DB2,4,5) from the 1950s and 1960s. There were cars from the late 60s and 70s after David Brown's ownership, the lean years. There were cars such as the DB7 and DB9

designed by Ian Callum of Jaguar fame. There were one-offs such as the DBR1, Lola, Zagato, the list just goes on and on. The exhibit had over 20 Aston Martins, including 6 from a dealer, including a 2014 Vanquish. I can't give justice to the cars in words. Just look at the photos and try not to drool. You can also see complete details on the Simeone web site at: <http://simeonemuseum.org/events/2013-best-of-britain>.

After viewing all the cars in the museum, we adjourned to an inner-city venue, Tony Luke's, for typical Philly cheesesteak fare with our new found friends from the DVT club leading the way.

Thanks to all who attended from CTR. After all, it's a 2-3 hour trip from our area. We had a very respectable turnout in spite of the long commute. From CTR, we had John Puckett and his daughter Emma, John Buescher, RJ Fortwengler, Alan and Linda Stiley, and Karl Johnson and son Brian and his son and daughter. From the DVT club there were 16 members attending in 10 Triumphs, including a Vitesse. You should really make the effort to go to this museum sometime. It's well worth the trek.

BTW, look for the article about Dr. Simeone and the museum in the current issue of *Hemmings Sports and Exotic Cars* magazine.



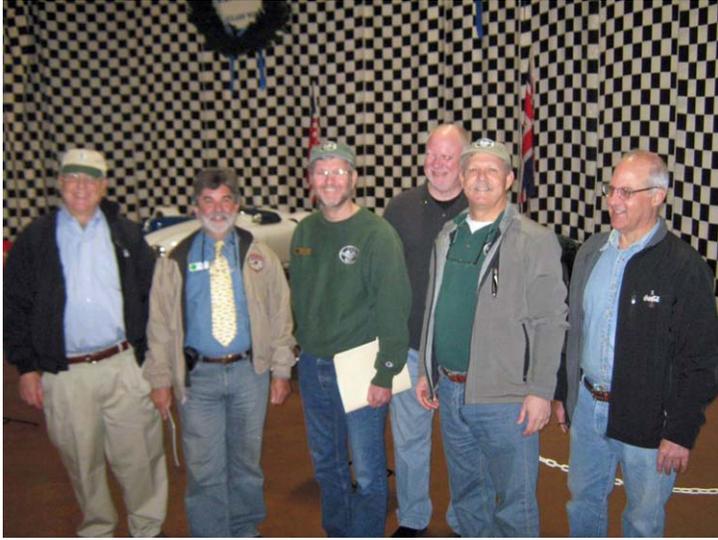
Above: John Buescher, JP Puckett, RJ Fortwengler, and Lionel Mitchell

Next page, top left: CTR and DVT members Steve Klein, Peter Gillman, Lionel Mitchell, RJ Fortwengler, John Buescher, and Alan Anspaugh

Top right, around the table at Tony Luke's (clockwise from the left): Peter Gillman, Dave Santmann, Steve Klein, Alan Anspaugh, Lionel Mitchell, and Bob Hoernlein

Center and bottom: Aston Martins and some of the cars in the permanent collection

Bottom center: Emma Puckett



DB5C



DB4 GT



DB2/4



DB2



DB5



AMR1/4



1958 Ferrari 250



1970 Porsche 917LH



SportsCar Shop Tour Saturday, March 23rd

On March 23rd, several of us toured the SportsCar Shop in Sterling, Virginia. The SportsCar Shop is a full-service facility that caters to daily drivers as well as sports and exotic cars. They also have a Garage Club that allows supervised access to garage facilities and equipment for do-it-yourself projects. In addition to several lifts, they have a paint booth, indoor wash rack, and a sophisticated alignment rack. That last piece of equipment was demonstrated for us using a race-prepared Mazda Miata which underwent corner balance and alignment adjustments.

After the demonstration and tour, we were treated to a lunch of burgers and hot dogs. A big thanks goes to Scott Zetterstrom for opening up his shop to us – it was a great way to spend a cold spring day!





*This page left: Lionel Mitchell and Benjamin Cheshire
Right: Scott Zetterstrom and Bob Leiston*

Previous page, top left: Bill Goodwin, Mark Farren, George Earwaker, Dennis Eckhout, Karl Johnson, Lionel Mitchell, and Heath Bjordahl

Bottom left: Harvey Lee, Gregg Bachner, George Earwaker, Bill Goodwin, RJ Fortwengler, and Dennis Eckhout

Top right: Scott Zetterstrom, our host on March 23rd at the SportsCar Shop in Sterling discusses corner balancing and alignment using a race-prepared Mazda Miata.

Center right: Rich Smalling, Bill Goodwin, JP Puckett, and Michael Lake

Bottom right: John Buescher, George Earwaker, Paul Edelstein, RJ Fortwengler, Karl Johnson, Dennis Eckhout, Art Fournier, and Gregg Bachner



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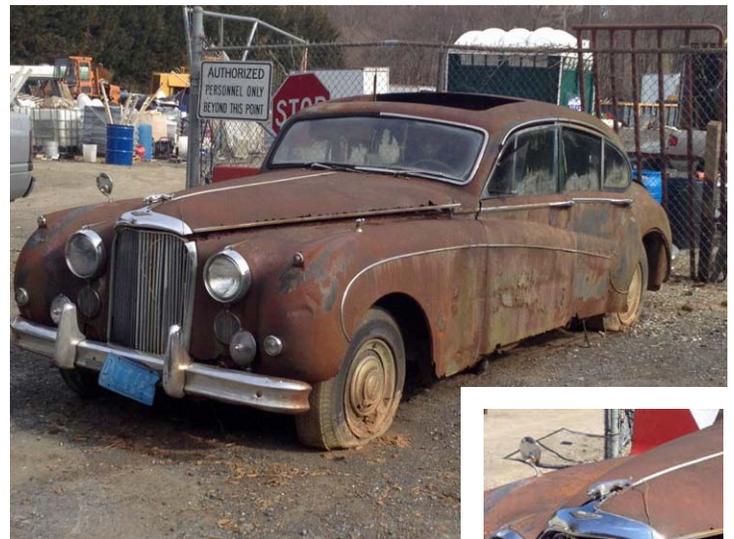
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It Deserves a Better Fate



Here's a Jaguar Mk IX Paul Scuderi came across in Mount Airy, Maryland. It's a sad way to see a classic fade away.



Special from Dubai United Arab Emirates Beverly A. Dougherty

David and I visit the Emirates and other Middle Eastern countries for business but in March, Dubai was our first stop for a few days of relaxation and time adjustment before starting meetings in Saudi Arabia and Kuwait. When there, I love to read the local newspapers and magazines for area politics, gossip and cultural interests. Dubai has made great efforts to encourage tourism, but I was struck by the number of competitive events just in March to suit all levels of interest whether they be on wheels, legs, air or water. I thought I might share some of them since our club members love cars, racing and competitions. Here goes!

One of the major events that attracts thousands in the Emirates is the big Air Show that takes place near Abu Dhabi, the capital. For cars, there was a Formula One race and then an endurance race at the Dubai Kart Autodrome in which an Endurance Championship was held for Professional, Corporate, and Amateur competitors. It was a 12 hour race with 600 laps. This facility is referred to as "motoring city" with racetracks and a racing school. A Classic Car Festival billed as the Middle East's premier showcase for both vintage and classic luxury autos and motorcycles looked beautiful. And then there was horse racing, one of their favorites.



The Dubai World Cup Horse Race, held at the Meydan Grandstand, had 272 horses competing from 23 countries. The event begins with an elaborate opening ceremony and is considered the world's richest race as it rewards over 10 million dollars in prizes. It attracts approximately

60,000 people including some of the most fashionable. What I found most interesting was the way in which they cared for the horses - like prime athletes. The horses are surrounded by lush green gardens, use a heated swimming pool, and receive the best physical and psychological care available. They say the horses can often be seen enjoying standing in what appears to be giant vibrating Wellington boots which are really motorized spa boots filled with ice, water and glycerin to cool and soothe their legs. This especially interested me after reading about England's Queen Elizabeth who owns approximately 50 horses, including race horses and often sends some of them to Kentucky or Ireland to improve her stock. As expected, there were traditional Camel Races as well as the Dubai Polo Club Cup championship. The International Boat Show, held at the Dubai International Marine Club, boasted an impressive number of boats including 19 super yachts.



There was also cultural information on Camels and local customs. They tell us camels do not store water in their humps - just fatty tissue used when food is scarce. They can go 5-7 days without water, lose 1/4 of their body weight without problem, and drink 21 gallons of water in 10 minutes. On a personal note the Emirati respectfully request that visitors be conservative in dress and actions especially during religious periods.

Dubai is one of the most open cities in the Middle East made up of mostly tourists and 10 % Emirati. Unlike the more conservative Arabic countries, they do allow drinking, mixed bathing, women drive, there are fewer veiled ladies, and all international languages can be heard. They are developing museums with the advice of the West and they have many old traditional souks as well as modern stores and a diversity of fine restaurants. Usually the weather is beautiful, the flowers and trees lush, the architecture creatively Arabic and it is always entertaining to watch the activity on the "Dubai Creek" which is really a



large body of water with water taxis, dinner boats, tours, and yachts.



David and I left Dubai with a promise to return but without a business schedule. The rest of our trip was organized but not without more beautiful sights especially while driving. I always love to see the changing desert landscapes and wild camels along the roads as well as the acres of construction equipment that make cities pop out of some of the most barren stretches of sand. David conducted his business and I had an opportunity to speak to some University women (men and women have separate campuses) near the Red Sea and Mecca.

For those who have visited Dubai, I hope this was not boring. But for those considering a visit, there are always direct flights from Dulles and I'm sure every month will be filled with many adventures. I understand the desert trips by camel or jeep can be heart stopping as well as beautiful. And yes, they love large cars/trucks/vans, have gridlock and traffic congestion just like ours but the difference is that they can fill those large vehicles for under \$ 9!!

...

Previous page: A Bentley at the Classic Car Festival and Formula One racing

This page: Karting at the Autodrome



16th Annual
Britain on the Green

April 28, 2013
Gunston Hall, Mason Neck, VA

CTR's 2013 Britain on the Green British car show promises to be bigger (and hopefully better) than ever. We can really use your help, so please contact Jeff Knepp or Fred Mittelman to volunteer.

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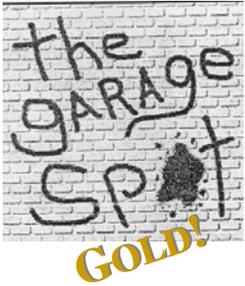
Looking back at **THE STANDARD:**

**Volume V, Number 4
April 1993**

The lead off article in The Standard from 20 years ago was coverage of the club's then annual spring tune up. In 1993, it was held in Charlie Brown's garage and yard with as many as 16 cars in various states of repair. Among the many participants were RJ Fortwengler, Karl Johnson, Dennis Eckhout, Rich Wilkins, René Burcksen, and Glenn Minucci.

In March, the club had participated in the Alexandria St. Patrick's Day Parade. A photo of George and Karen Earwaker's GT6 at the parade was included — to see the car now, just turn to page 12 of this issue. Plans were under way for the club's 2nd annual car show to be held as part of the Southern Maryland Celtic Festival. It wouldn't be much longer before the car show would outgrow the Celtic Festival and become BOG.

Plans were underway for a Spring Tour to the Pennsylvania Dutch country of Lancaster, Pennsylvania. That event was being organized by Carole and Ray Aranda.



Understanding the Thermovalve

Robert Weeks

Originally published in the August 1997 edition of *The Standard*

(In the February edition of The Standard, Mark Farren presented a comprehensive overview of the "Emission Controls and Vacuum Lines on a 1974 Triumph Spitfire." Looking through the newsletter archives, I found this 1997 article by Robert Weeks that provided additional information on the thermostatic vacuum switch, one of the emissions components Mark described. Editor)

With more and more states adopting stricter emissions standards for older cars. It is more important to understand the operation of the various controls that were fitted to our cars for the purpose of reducing emissions so that we can keep these controls in proper operating conditions - not only for the purpose of passing an emissions test, but also for the proper long term operation of our cars.

TR6s were required to reduce the emission of unburned hydrocarbons, oxide of nitrogen, and carbon monoxide in order to meet the standards at the time the cars were built. Due to the rich running conditions necessary to allow an engine to "tick over," emissions are higher while idling. By simply retarding the spark to around 4 degrees ATDC (After Top Dead Center), these engines were able to meet these more stringent USA Federal requirements in effect then.

The earlier cars used a retard diaphragm as well as an advance diaphragm to control the timing. The advance vacuum capsule was connected to a drilling in the carburetor which was positioned so that as the throttle was opened, the vacuum applied to the diaphragm increased. This would increase the advance of the distributor as the engine speed increased. The vacuum advance was also in addition to the centrifugal advance. In these applications, the retard vacuum capsule was connected to the manifold vacuum via a valve controlled by the throttle linkage. The spark was held at 4 degrees ATDC at idle. but when the throttle was opened, the retard diaphragm was vented to the atmosphere and the vacuum from the manifold was cut off by the action of this valve.

Later applications ('71-'76) eliminated the vacuum advance capsule and controlled the retard action by a drilling in the carburetor that was positioned significantly different than the previous models (where this connection was an "advance port"). This port which was drilled in the carburetor somewhat closer to the manifold than the advance port had the characteristic of having a vacuum level that was very close to that in the manifold, but as the throttle was opened even

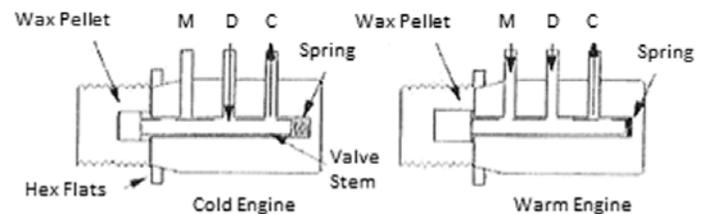
slightly, the vacuum quickly approached the value of that in the constant depression area of the carburetor. Closing the throttle at speed changes the vacuum porting from the constant depression (constant vacuum) area in the carb to the manifold. The vacuum goes from about 1-2 inches to 22 inches. This retarding of the spark with closed throttle lowers unburned hydrocarbon emissions during deceleration.

Spark advance is accomplished in these distributors by means of a centrifugal mechanism which advanced the timing about 28 degrees (at the crankshaft).

This design eliminated the throttle vacuum control valve as well as the advance capsule. The spark was retarded at idle and during deceleration owing to the significant vacuum applied to the retard diaphragm. When the throttle is opened, the vacuum level was reduced (pressure increases) to near atmospheric pressure and the vacuum retard was disabled.

The spark timing would then go from 4 degrees ATDC to 12 degrees BTDC (Before Top Dead Center). The advance in timing is needed for good performance and fuel economy. Therefore the effect of the vacuum retard is negligible at speed.

The Thermostatic Vacuum Switch



The vacuum from the retard port on the carburetor is routed to the retard capsule via a thermostatically operated valve. The valve has three ports labeled C (carburetor), M (manifold), and D (distributor). In this application, the M connection is vented to the atmosphere.

When the valve is cold, i.e. below 100 degrees F, the C port is connected to the D port by ports in the valve stem. The M port is blocked. The vacuum from the carb is communicated directly to the retard unit.

As the coolant warms up, a wax pellet located in the threaded portion of the valve melts and expands. The force caused by the expansion of the wax pushes the valve stem against the force of a spring located in the opposite end of the valve. As the valve stem moves towards the spring, ports in the stem block off the C port and provide a passage from the D port to the M port. This effectively disconnects



the vacuum from the retard unit and allows some air to enter the retard capsule which effectively reduces the amount of retard regardless of the position of the throttle plate. This begins to happen when the thermostat just begins to open.

A fully warm engine which has been driven at high speed (about 190 deg. F) is warm enough to cause the valve to completely disable the vacuum to the retard unit. Under these conditions, the idle speed will increase to approximately 1000 RPM. The valve therefore modulates the retard effect as the engine warms up. Since warm engines are not as prone to emitting unburned hydrocarbons, the vacuum retard can be further disabled without increasing emissions. As to be expected, an increase in spark advance is accompanied by an increase in engine speed at idle.

The purpose of this valve is twofold:

1. It reduces engine operating temperature when idling for long periods in traffic by allowing the engine RPMs to increase which increases the air flow over the radiator. This is a direct effect of advancing the timing.
2. It ensures that the timing is retarded when the engine is cold. Since unburned hydrocarbon emissions are usually greater with a cold engine than a hot engine, the effect of advancing the timing on the emissions from a fully warmed up engine are not as great.

This valve is not fitted to the later production TR6s ('75-'76).

The Roadster Factory lists two different valves for the following ranges of cars:

CC75000-CF12500
Part no. 90 611428

CF12501-CF35000
Pan no. 37430,

both of which are no longer supplied. The reason for different part numbers is not known. There is no indication of the conditions under which these valves were supposed to operate.

Since most state inspections require that all original emissions equipment be on the car in order to pass, it is important to keep this unit on your car (if so equipped) as well as the vacuum lines.

There are often discussions about where the ports on this valve go and what should be connected to the M port (some believe that it should be plugged). I have even heard of cars not passing an inspection because the technician at the inspection station believed that there was a missing hose which went to the M port, but if one refers to the Bentley Manual (page 164, section 17.20.31), there can be no doubt that the above connection is indeed correct. If the port must

be connected to a hose or something to pass inspection or be plugged to meet a concours judging condition, do so, but be advised it is not correct.

Since the current emission tests are run with a warm engine, an inoperative thermostatic valve would not have any effect if the internal connection between the D and the C ports are made and the M port is closed. However, remember that the emissions at idle will be higher under the conditions of advanced timing, a condition that will exist when the engine is hot if it is equipped with one of these valves. Presumably a warmed up engine will pass regardless of whether the vacuum retard is on or off at idle. If the car is run on a dynamic test stand, the off idle conditions will disable the vacuum retard.

The change in idling characteristics as the coolant warms up can be a major source of consternation when adjusting the carbs or the timing. For this reason it might be a good idea to disconnect the vacuum line from the valve and connect the nylon tubes together by using one of the connector fittings while the adjustments are being made. Plugging the M connection will accomplish the same. Re-configure the hoses after performing any adjustments.

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George's Blow the Dust Off Redux April 13th

On April 13th George and Karen Earwaker led Jeremy Kinney and Bob Fox with son Robert through the Virginia countryside for "George's Blow the Dust Off Drive Redux." Starting Kings Park Center, the group headed west past Burke Lake into Clifton. After passing through the Manassas Battlefield, they made a brief pit stop in Catharpin and continued westward through Thoroughfare and Bethel. Turning south then east, they passed through Greenwich and Linton Hall into Manassas where the drive ended with lunch at the local Hooters restaurant after enjoying excellent driving conditions.

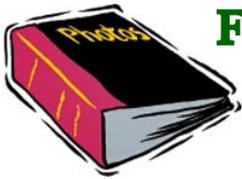


Left top: Jeremy Kinney, George Earwaker, and Bob Fox at the pit stop in Catharpin

Right bottom: Jeremy Kinney, George Earwaker, Robert and Bob Fox in Manassas at the end of the drive



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



From Your Photo Album

Hank Seiff

These are photos of my 1960 Nash Metropolitan (it **IS** an LBC – it was built by Austin and had an Austin engine – Nash designed it and farmed out the building of it). I bought it in around 1975 and totally restored it myself. The first photo is the Met in the garage where it was stored until I bought it. The second photo is a year or two later, when I had rebuilt the engine and first got the car running. It was winter (obviously), but I was so excited I backed it out of the garage to try it out and my wife snapped a photo from our bedroom over the garage.

The third photo was taken a few years after it was totally restored and painted. I took an adult ed autobody course at a local high school two or three times in succession until I got the body in shape and painted it in their paint shop. My wife Judy and I are in the front seat and our three (really!) kids are in the mini backseat.

We sold the Met a couple of years after we restored our 1965 Spitfire. We bought the Spit around 1993 had it

finished around 1996. My wife got tired of having our two LBCs in the garage while her “real” car was outside in the rain or snow, so the Met had to go.



Do you have a photo of you and your LBC when you both were younger? If so, send it in to share with CTR in The Standard.



EVENTS

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

- Apr 21** - GW PKWY Run *CTR*
 - Apr 24** - BOG Stuffing Party
 - Apr 28** - 16th annual Britain on the Green show, Gunston Hall, Mason Neck, VA *CTR*
 - May 11** - Frederick, MD, Celtic Festival and British Car Show
 - May 17-19** - Carlisle, PA, Sports and Import Show
 - May 14** - CTR ESB Meeting
 - May 17-19** - Carlisle, PA, Sports and Import Show
 - May 18** - Webb Motors Tour *CTR*
 - May 25-Jun 2** - British Car Week
 - Jun 1** - Cars and Motorcycles of England show, Westown, PA, http://www.dvtr.org/flyers/CMoE_2013_Flyer.pdf
 - Jun 2** - The Original British Car Day and CTR post-show get-together *CTR*
 - Jun 8** - 24th annual Orphan Car Tour, Williamsport, MD, Info: www.orphancartour.org, 540-364-1770, or tourdirector@orphancartour.org
 - Jun 16** - Sully Plantation Car Show
 - Jul 13** - Horse Country Gallop *CTR*
 - Aug 1-3** - The Roadster Factory Summer Party, Armagh, PA *CTR*
 - Aug 25** - Cruisin’ for Crustaceans *CTR*
 - Aug 30-Sep 1** - Baltimore Grand Prix
 - Aug 31-Sep 1** - VA Scottish Games Car Show
 - Oct 2-6** - Triumphest and VTR National Convention, San Francisco, CA *CTR*
- *** Much More to Come ***

1974 TR6 for sale. Completely rebuilt engine 2.5 ltr, 6 cylinder, new upholstery, new wheels/tires, red in mint condition. Has been garage stored for the past 15 years. It is presently stored in Sarasota, Florida, but can be trailered to a new home. \$22,500. Contact Steve Skippen at [301-252-3605](tel:301-252-3605) with questions.



CLASSIFIED

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

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

For sale. 1963 TR4 with fiberglass top. Very rusty and won't start currently, so it would either be a parts car or a project car. Located in Gaithersburg, MD. Contact Walt Webert, 585-755-7894

Wanted. TVR "S" series (late '80s). Contact Ed at EVanVoorh@aol.com

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THE STANDARD

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

**Deadline
for the next issue of
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TRIUMPH TRIVIA: What is the Sports Six?

Known as the Vitesse in the UK, the Sports Six was a six-cylinder spin-off of the Herald. Introduced in 1962, its most distinguishing exterior feature was a bonnet with four, rather than two, headlights.



Photo Credits

Pages 1 and 12 - Karen Earwaker

Page 4 - Emma Puckett

Page 5 - Lionel Mitchell, Bob DeLucia, Emma Puckett, and JP Puckett

Page 6 and Page 7 (top) - Art Fournier

Page 7 (bottom) - Paul Scuderi

Signs of the Times



These days you can't depend on anyone!



The Capital Triumph Register
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THE STANDARD





THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXV, Number 5, May 2013



A few of the very many CTR members, family, and friends that made BOG 2013 a success. On the bottom step are Steve Mumma, Tim Shalvey, Bruce Hislop, John Buescher, Karl Johnson, Dennis Eckhout, and Art Fournier. On the second step are Mark Shlien, Matt Schipani, and Rich Smalling. On the third step are Bill Goodwin and Lionel Mitchell. On the top step at Gunston Hall are Jeff Knepp and Patrick Carter.

PAGES 1, 4, 5, 6, 7, and 8 - Complete coverage of Britain on the Green 2013;

PAGE 2 - From the President - Shape of Things to Come;

PAGE 3 - CTR Happenings; Post OBCD Cook Out;

PAGE 9- BOG Stuffing Party; PAGE 10 - The Thrill of the Race;

PAGE 14- Events; Classified; PAGE 15 - Club Info



The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

BOG has come and gone. I believe it was the best ever! If you were there, I think you'll agree. And based on the messages we received afterwards from participants, I think there is no doubt that the British car community agrees. If you missed the show, look at the photos and read the messages to get a sense of what you missed.

Coming up, we'll be attending Original British Car Day at Lilypons followed by a picnic at the Burkes in Laytonsville, MD. We'll also be scheduling a BOG TGIO party and GYHD session later this month. Unfortunately, I got no takers on the Webb Motors tour this time. So, I didn't go either. We can try again in the fall if they have another open house. You can always go there on your own, but it's best to call ahead. If you're interested, contact me for directions and contact information.

In addition to our club events, there are other events you might want to participate in. The Orphan Car Tour is coming up. Our sister club to the north, Delaware Valley Triumphs, is having their annual car show very soon. And there are two Cars and Coffee events every weekend. Saturday C&C takes place at Katy's in Great Falls, VA. You have to get there very early. The event on Sundays is located at Starbucks in Fair Oaks, VA. It starts a little later. Some of the British car guys who attend are trying to organize a big turnout of LBCs.

Recently, I went to the C&C event at Fair Lakes in my lowly TR7. Unbeknownst to me, the Jag owners had organized a gathering of Coventry cats and had invited a Jag dealer to bring an F-Type. The salesman was very friendly. After a few minutes of conversation with him, he invited me to drive it. Of course he was in the passenger's seat and it was just in a long, clear parking lot, but still He invited me to step on it.... in a limited way, of course. It was the V-6 supercharged base model, but still more power than I'd ever want. But since it starts at \$69k, I'll stick to my Triumphs. You should come out to one of these C&C events. There are always plenty of interesting cars.

On my personal restoration front, I will be taking my Maple 6 body tub to the painter's shop within a couple of weeks. I did some final prep on the tub last weekend. I hope my efforts will inspire you to get busy on your own project. I know I always derive inspiration from hearing about work that others are doing.

Now that the weather is warm, there's no excuse: put the top down on your car and go driving. No excuses, now.



*Top: Lionel's TR7 at Cars and Coffee at Katy's in Fair Oaks.
Center: A Jaguar F Type sings its siren song.
Bottom: CTR members John Buescher, JP and Ethan Puckett,
and Jeremy Kinney at Cars and Coffee in Fair Oaks.*





CTR president Lionel Mitchell presents Mark Whatford, Deputy Director of the Gunston Hall Plantation, with a framed BOG 2013 poster as a “thank you” for Mark’s support and efforts on behalf of Britain on the Green.



CTR Happenings

Please Welcome CTR’s Newest Member!

➔ Evan Brown, Millersville, MD, TR6

Late Spring and Early Summer Events

On June 2nd, following the Original British Car Day at Lilypons Water Gardens in Adamstown, Maryland, CTR members are invited to a get-together at Tom and Mary Burke’s home in Laytonsville — a spring version of our annual fall get-together following the Hunt Country Classic.

On July 13, CTR will host the second running of its Horse Country Gallop, vigorous drive over Northern Virginia’s beautiful backroads.

And, as always, we’re looking for excuses for GYHD sessions and impromptu drives.

Cruise Ins

What could be better on a warm summer evening than getting together with a bunch of other gear heads and ad-

miring and talking cars? Last year several of us took advantage of cruise ins to do just that. Surprisingly there are numerous events like these in the greater Washington area. Check out this site for a list:

<http://www.capitalcruisin.com/cruisein.html>

Most of the cars will be street rods, muscle cars, and American classics, but a surprising number of LBCs will be there as well.

From the Newsletter Editor

This edition of The Standard was a bit late this month. Sorry, but a vacation got in the way. I hope to be back on schedule with the June edition, p.s., articles are always welcome!

Post OBCD Cookout June 2nd

You are cordially invited to a Post Original British Car Day Cookout at Tom and Mary Burke’s residence (2170 Laytonsville Road, Laytonsville, MD 20882), June 2nd, beginning at 3:00 p.m.

Beer, wine and a delicious assortment of food items await your arrival, not to mention great company and entertaining stories!

To insure there is plenty of beer, your RSVP is requested.

Look for the white house with the green roof and red fence. Please direct any questions to Tom Burke at 703-354-1361 or tburke4@aol.com

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Britain on the Green 2013 Award Recipients



Best of Show (Gunston Hall's Parker Cup): 1953 Jaguar XK120 FHC, John and Alice Feser



The Scottish Counsellor's Choice Award: 1947 MG TC, Stephen Mefford



Resto-Mod: 1969 TR6, Son Pham



Gunston Hall Plantation Spectators' Choice Award: 1959 Austin Healey BN6, David Harris

Triumph Spitfire and GT6: 1st 1975 Spitfire, Patrick Carter *; 2nd 1972 Spitfire, Al Ames *; 3rd 1972 GT6, Matt Schipani *

Triumph TR2 / TR3: 1st 1960 TR3A, Fred Mittelman *

Triumph TR4 / TR4A: 1st 1967 TR4A, Paul Billings; 2nd 1963 Dove GTR4, Corey Sherman

Triumph TR250 / TR5: 1st 1968 TR250, Bruce Little

Triumph TR6 (1969-1973): 1st 1971 TR6, Paul Edelstein *; 2nd 1970 TR6, Gregory Spencer; 3rd 1973 TR6, Gerald Anderson; HM 1973 TR6, Rob Thomson *

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

Triumph TR7 / TR8: 1st 1980 TR8, Jim Coleman

Other Triumph: 1st 1949 2000 Roadster, Stephen Woodall; 2nd 1971 Stag, Glenn Minucci *

MG Early: 1st 1957 MG TD, Milton Babirak; 2nd 1947 MG TC, Stephen Mefford; 3rd 1954 MG TF Ed Fitzsimmons

MGA: 1st 1962 MGA, Liz Ten Eyck

MGB (to 1974): 1st 1973 MGB, Ken Grossett; 2nd 1965 MGB Roy Gavilan; 3rd 1968 MGB, Ned and Pattie Shields; HM 1965 MGB, James Spurgeon

MGB (1974-½ to 1981): 1st 1976 MGB, Seckman Wilson

MGB GT: 1st 1969 MGC GT, Craig Cummings; 2nd 1966 MGB GT, Mike and Lucy Hughes

Austin Healey Sprite / MG Midget: 1st 1974 MG Midget, Edgar Moss; 2nd 1960 Austin Healey Sprite, William Hess

Austin Healey 100: 1st 1957 100-6, Mac Holt

Austin Healey 3000: 1st 1967 3000 BJ8, Jack White; 2nd 1967 BJ8, Kathleen Foster; 3rd 1960 3000, Robert Evans

Classic Mini: 1st 1973 Austin Mini, Frank Parsons

New Mini: 1st 2012 Mini Coupe, Mary Burke *

Jaguar Saloon: 1st 1963 Mk 2 3.8 Litre, Sara Rosenfeld; 2nd 1969 XJ6, Chuck Stone

Jaguar Sports: 1st 1970 XKE, Jim Larson; 2nd 1969 E Type Dave Hofstadter; 3rd 1964 S Type, James and Hanna Latoff

Jaguar XK 120/140/150: 1st 1954 XK 120, Jake Kreeger

Lotus: 1st 1967 Elan DHC S3, Tim Glahn

Morgan: 1st 1954 +4 DHC, Donald Roberts; 2nd 2012 3-Wheeler, John Elgist

Rolls Royce / Bentley: 1st 1933 Rolls Royce 20/25, John Bays; 2nd 1976 Rolls Royce Silver Shadow, Brian O'Connell

Rover / Land Rover: 1st 1963 Land Rover Series IIA, Steven David; 2nd 1983 Land Rover 110, Jonathan George

Sunbeam: 1st 1965 Tiger MKI, James Lindner

Special Interest Saloon: 1st 1967 Morris Traveler, Grant Randall

Special Interest Sports: 1st 1958 Berkeley SE328, Jay Young; 2nd 1958 Lister Jaguar Roadster, Bob Williams; 3rd 1964 Elva Courier Mk4, Thomas Berger

* CTR Member



Britain on the Green Turns Sixteen

Jeff Knepp

This year marked a significant milestone for CTR's popular annual show. After ten years at our previous location, we moved to the flat green lawns of Gunston Hall. The supportive staff and the abundant space helped make our inaugural show there largely pain free. Mother Nature cooperated with a cool partly cloudy day, well at least for most of it.

Several enhancements were made this time around, some of which were afforded by virtue of our relocation. Hundreds more spectator parking spaces were available. Show cars entering the field were queued up in several lanes segregated from other traffic which greatly smoothed the flow of cars onto the field. Spectators and entrants alike had access to mansion tours and historic reenactments. Two new food vendors offered a wide selection of fare. Thanks to the efforts of club president Lionel Mitchell, we presented nicer awards. First-in class winners received classy wooden plaques featuring an enameled medallion with Capital Triumph Register logo. Winners of Best of Show and the new Gunston Spectators' Choice were given engraved pewter Jefferson cups. The latter award was created at the request of our hosts and harkens back to a car show they sponsored for many years. Gunston's Deputy Director Mark Whatford kindly offered to have the name of our Best of Show winner engraved on the large trophy from that show. Known as the Parker cup, it's kept on site and has the names of past winners going back to the 1960's. We are honored and proud to continue that legacy.

It wouldn't have been a car show without a few hiccups. The grass was not mown on parts of the show field. More signage would have been helpful to direct people unfamiliar with the grounds. A light mist began to fall near the start of the awards presentation, hastening the departure of a number of cars.

However the large turnout of show cars, throngs of spectators and the very positive feedback we received from numerous attendees bear witness to the success of BOG 2013. That success is due to the legion of club and family members who participated in the preparation and operation of our event. To each and every one of you, thanks a tonne!

It was a sweet sixteen indeed.

We get E-Mails: Britain on the Green Feedback

"Thanks again for the wonderful BOG 2013 event, I really liked the new venue and the welcome from the club. Also wanted to thank you for the first in class plaque . . . what a great gift from a great event. We plan to attend again next year."

"It is my privilege to serve on the board of the MG Car Club, Washington, D.C. Centre and, though I cannot speak for the club, let me express personally my thanks for a good show. The only complaint beyond the weather was the long grass on "our" side which I suspect was a Gunston Hall issue. As a matter of Christian commitment I do not attend many Sunday shows, but I attended Britain on the Green for two reasons: 1). It was at Gunston Hall and I consider Mason a hero for his holding out for the Bill of Rights and for his work on the 1786 Virginia Statute for Religious Toleration which made us Presbyterians legal in Virginia. 2). We at MGCCWDCC want good numbers of Triumphs at our Hunt Country Classic in the fall and so we should support Britain on the Green in good numbers. What rivalry there is must be considered of the sibling variety! Thanks again"

"I love the new venue for your club's car show! I am sorry that I had to leave early. Caught rain almost the whole way home. . . . Hope the show went well. Looking forward to next year"

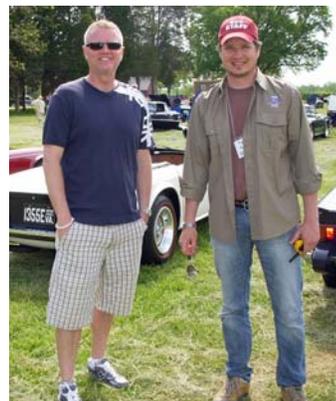
"Just wanted to say a very sincere thank you . . . to you and everyone at BOG for the kind invitation to join you at Gunston Hall yesterday. We had a great time, despite the authentically British weather, and enjoyed viewing so many well-presented vehicles. I hope that you and the club have a hugely successful (and drier) summer."

"Sorry it was drizzling at the end of a wonderful day at your new location. It was very nice there, one of the nicest we have ever been to."

". . . a first class show. Thank you again for all your efforts and for making us really feel welcomed. It was an experience not soon forgotten."



Scenes from BOG 2013





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Previous page, left column, top to bottom: Art Fournier and Paul Malandrino; Jeff Knepp and our host, Mark Whatford; Fred Mittelman and Diane Page; Lionel Mitchell and Jeff Knepp
Second column: Bill Goodwin; Marcy Knepp and Mark Shlien; Tim Shalvey
Third column: Mark Farren; Stephen Prior; Tom Burke
Right column: Nancy Mitchell; Jay Christopher and Patrick Carter; Matt Schipani and Dennis Eckhout; Lionel Mitchell and Rich Smalling
This page top left: RJ Fortwengler
Top right: Dennis Eckhout
Center left: JP Puckett, Sandy Thomson, Rich Wilkins, and Jeremy Kinney
Bottom left: Alan Stiley, Tim Shalvey, and Steve Mumma
Above left: Marcy Knepp and Margaret Adair
Above right: Roger Morrison



More from BOG 2013



Receiving Awards



Upper left clockwise from top left: Steve Mumma and Nancy Mitchell; Patrick Carter with Paul and Sharon Edelstein; Rich Wilkins; Rich "the T" Townsend
Receiving awards from Lionel Mitchell clockwise from top left: Al Ames; Gregg Bachner; Matt Schipani; Paul Edelstein; Patrick Carter; Mary Burke
Under the welcome sign clockwise from top left: Triumph 1800 Roadster; "modern" Morgan Three-Wheeler; Patrick Carter's Spitfire 1500; Britwit, Bill Goodwin's Herald convertible; Lister Jaguar; Triumph GTR4 Dové



BOG Stuffing Party April 25th

Much of the work that makes Britain on the Green a success occurs in advance . Here are a few scenes from the “Stuffing Party” held this year in RJ Fortwengler’s garage in Arlington.



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*Left column, top to bottom: Karl Johnson, Jeff Knepp, and Rich Smalling; Dennis Eckhout and Mark Shlien; John Buescher; Marcy Knepp and Dennis Eckhout
Right column, top to bottom: Hard at work stuffing the registration packets; Sheila Skipper, Penny Johnson, and Pam Michell; Marcy Knepp and Pam Michell; Tim Shalvey, RJ Fortwengler, and Mark Shlien; Lionel Mitchell and Fred Mittelman*



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



The Thrill of the Race

David Dougherty

as told to

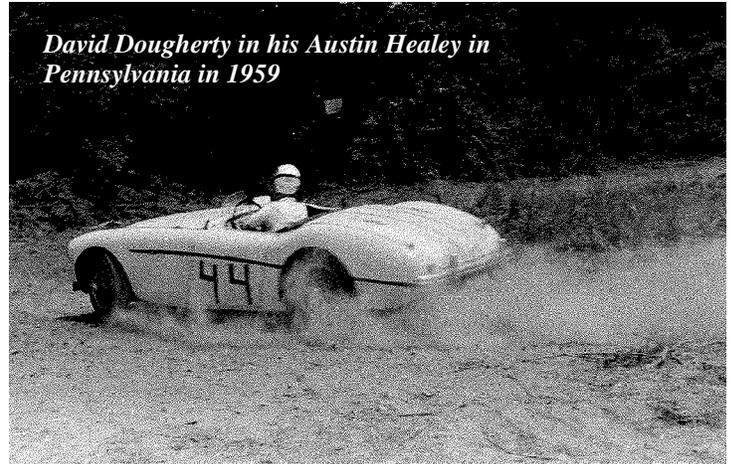
Beverly Dougherty

David Dougherty's fascination with cars started early. At 15 ½ years he took the streetcar from Towson, MD, to Baltimore to get his driver's permit. As soon as he was driving, most of his thoughts centered on cars. He drove, dreamed of racing and worked as a mechanic in a gas station during summer vacations. However, after finishing college (physics/chemistry) he started to act on his interest in racing. He bought cars he could race, became involved in various forms of car racing and developed a number of friends who shared his interest. Together they attended races, handled the mechanics and simply enjoyed the challenge and thrill of the race and winning. Over the years he raced at Upper Marlboro, MD, Watkins Glen, NY, Limerock, CT, Thompson, CT, Montgomery, NY, Vineland, NJ, and Cumberland, MD. He raced an Austin Healey, an MG, a Porsche, and two Formula 3 cars. He received a number of wins (you have seen his trophies) and most of those experiences remain as real today as they were then. This was all before he met Beverly and she will now let him tell you some of his experiences in his own words:

In March of 1956, I took delivery of a new Austin Healey. It was white with a black interior and a black convertible top. With my new car, I joined the Motor Sports Car Club of America in Baltimore where I worked as an engineer for Western Electric. The Sports Club primarily ran rallies. I began to partner with a fellow engineer and we became very competitive. The Club also ran gymkhanas (autocrosses on shopping center parking lots as at that time the stores were closed on Sundays), hill climbs and autocrosses on dirt.

The following spring I took a SCCA racing course in my Austin Healey. This was required to compete in races and it took an initial evening plus 5 hours on a racecourse. I was required to put seat belts and a fire extinguisher in the car and to have a helmet which was an aluminum shell, a leather harness and soft leather. The course was taught on a 1.8 mile road course in Upper Marlboro, MD. I was under the direction of instructor Colonel Fred Moore, an experienced Austin Healey racer. He drove me around the course for 2 or 3 laps and explained racing techniques at speeds of about 95+ mph on the straightaway and 75+ mph on the oval.

David Dougherty in his Austin Healey in Pennsylvania in 1959



He now let me drive by myself and I was loose on the race course with a number of other cars. On an early lap I came out of the oval and noticed a yellow TR2 (or 3) very close to my back bumper. It made me a bit nervous because I was approaching an S turn and not quite sure what to do. I unfortunately started to break too late and went into a wild spin and ended in the infield in a cloud of dust. I had followed Colonel Moore's instructions when I realized I was in trouble. I hooked my elbow under the passenger's seat belt and waited for the car to stop. Fortunately, I didn't damage the car. While composing myself, Colonel Moore walked up to the car and gently said "David, you must use the brake before you are in the turn." So noted with a sigh of relief.

In order to get a racing license, a driver was required to have 5 hours of practice plus run 3 regional races. If your instructor approved your license, you were granted a national license. This license permitted you to enter either type of race but the only real difference was the entry fee: \$10.00 for regional and \$15.00 for national.

In my first race, I was put in a group of sports cars with engines of 2.5 liters and larger. There were 15 to 20 cars including Corvettes, Jaguars, an Aston Martin and number of Austin Healeys. During the race, I stayed close behind a 1957 Corvette for several laps and following what Colonel Moore had told me about the oval: to start high in the oval and cut down very close to the inside edge. On the inside edge there was about a foot to about 1 ½ foot area free of a layer of rubber left by the stock car racers. I passed the Corvette right in front of the grandstand. After a few laps, he passed me coming out of a hairpin turn. I hated that hairpin turn and over the years I made numerous spin outs trying to go faster. My mechanic told me he knew I was trying because of the number of times he had to push the car out of the woods.



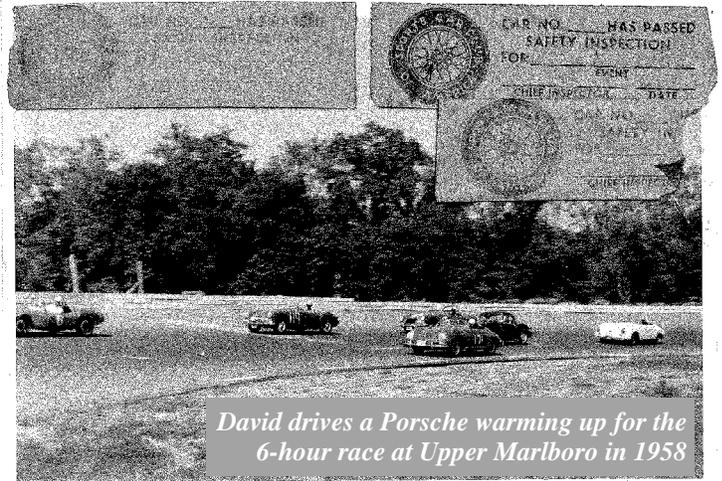
In the second race at Upper Marlboro the course had been enlarged to approximately 2.5 miles. In the first practice session I was close to a gentleman in an Aston Martin Coupe. We were both near the front of the group when he passed me coming out of the hairpin turn. As I came to the end of the long straightaway, the flagman was waving a red flag. The Aston Martin has rolled over going into the turn at the end of the straightaway. The driver of the Aston Martin told me later that the cost of repairs was over \$ 2,700 and I understood that the cost of the new car had been about \$5,600. Fortunately, the driver had invested in racing insurance with a \$100 deductible. Neither I nor most of my colleagues had such insurance. I did complete my 3 races and earned a national license. I also traded my Austin Healey in on a new '57 MGA and entered a race for only MGs. This race was for MGs only and took place in a downpour of rain. If I had known then what I know now, I would never have raced in the rain.



David in his MGA at Upper Marlboro, MD, in 1957

During the race I used care to avoid a deep puddle in the middle of the S turn. Afterwards, Carl, my mechanic, told me other cars were making better time going through the puddle. In the next race, I hit the puddle and it was like slamming the brakes on as water came in from everywhere and I was soaked. Thereafter, I avoided the puddle.

In the second season, a good friend asked me to share driving his 1956 Porsche 1600 super convertible in a 6 hour endurance race at Upper Marlboro. We beat a dealer sponsored Porsche Carrera driven by 2 national championship drivers. This race was different in that it had a Le Mans start, that is, all the cars were diagonally parked along the straightaway. When the flag fell, the initial driver ran across the track, jumped into the car, fastened his seat belt (a necessity as there was an observer behind each car) and then accelerated to the race. My friend started the race and drove for 1 ½ hours. Then he pulled into the pits, turned the car over to me while our crew filled our car with gaso-



David drives a Porsche warming up for the 6-hour race at Upper Marlboro in 1958

line. I quickly joined the other cars on the track. I noticed that the Porsche Carrera passed me but after several laps I noticed that the Porsche Carrera was in the pits with mechanics at work. They were experiencing brake problems and had to continually stop for adjustments causing costly delays for them.



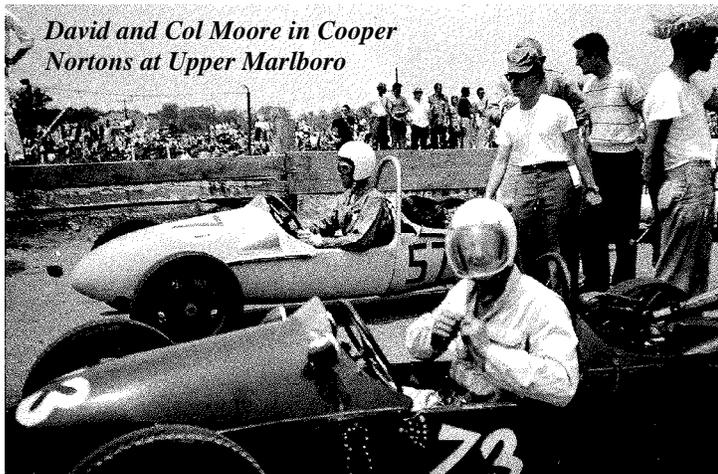
Before the start of the 6-hour race in Upper Marlboro

During this same race, coming out of the 'toe of the boot,' I was passed by a very talented driver in a dealer sponsored TR3A. I planned to follow him in order to improve my ability. He was 2 car lengths ahead of me and heading into a turn. I was deep into the turn when we both hit the brakes simultaneously. I fought for control through the turn and as I straightened the car out the TR3A was far ahead. We finished the 6 hours and on leaving the car I felt that I could not breathe. They took me to the ambulance where the Dr. gave me some liquids and insisted someone drive me home. I was experiencing heat exhaustion. It was not to be my last experience. After it was over, I learned that we finished 4th in class and about ½ lap ahead of the dealer sponsored Porsche Carrera.



The Thrill of the Race (Continued from Page 11)

Some of my most notable experiences came while driving a Formula 3 car. One special one was when I set the altitude record for a single seat racing car in southern New Jersey. This was part of a 10 race season at various tracks in the eastern US.



David and Col Moore in Cooper Nortons at Upper Marlboro

Driving a Formula car was very different from racing a sports car. One of the first differences was that you had to steer the car more with the accelerator pedal than with the steering wheel because the car had a locked rear axle and both rear tires rotate at exactly the same speed. You aimed the car and applied more fuel to slide the back end of the car outward. The other difference was that the Formula 3 car accelerates and decelerates more rapidly. This means that you go much deeper into a turn than you would with a normal car. Another major difference was that the cars were over stressed. For example, my mechanic and I spent 80 hours working on the car for every one hour of race time. This did not count the many hours we spent at the race course. In one case at Cumberland, I was following a Porsche Spider and almost ran into him because he hit his brakes 200 yards before the turn. Since I was able to stay on full throttle until 100 yards from the turn I went around him.

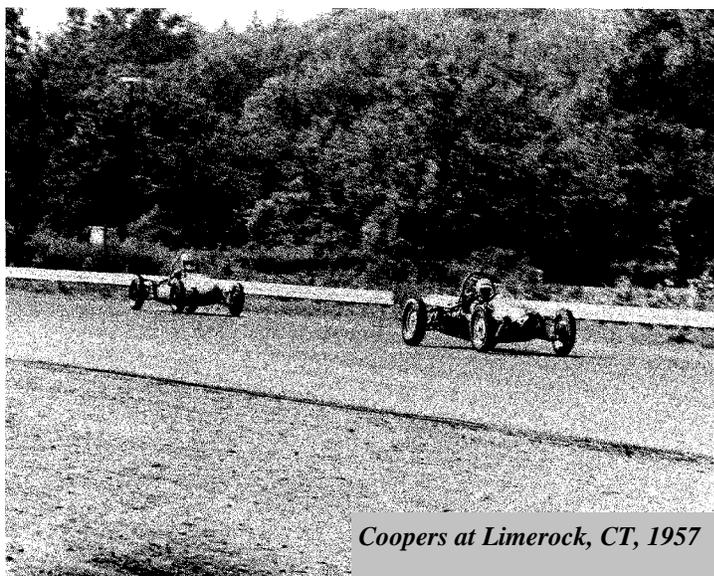
Formula 3 cars were typically added to races for Corvettes. We always started behind the Corvettes but by the end of one lap around a ¼ mile oval (stockcar) many of us had passed most if not all of the Corvettes.

In about mid-season we went to Vineland Speedway in southern New Jersey. Unfortunately I had a problem with my transmission and was assembling and reassembling the transmission and was unable to participate in a practice ses-

David in a 1957 Mk II at Upper Marlboro in 1959



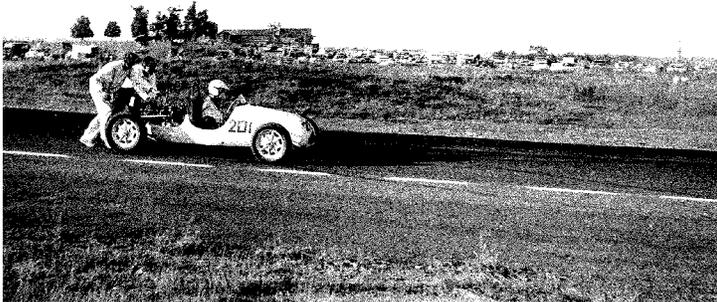
sion. The regulations required you to do at least one practice session but we managed to skirt that requirement. I asked my colleague to explain the course to me and I decided to follow a slower car for 2 laps and then catch the field. The transmission was fine but the pace car went very slowly and my engine was missing at the start of the race. Shortly after the start, the engine cleared and I raced down the straightaway and caught up with one of the slower cars. I followed him through two turns and being impatient roared past him into the back straightaway. The transmission was shifting flawlessly and the engine running at 6500 rpms. As I passed the slower car I felt really good and realized I had only an S turn and the oval before a long straightaway. I couldn't wait to catch up with more cars. At the end of the back straightaway I had to break hard in order to make the turn. I down shifted and stepped down on the accelerator. As I passed an escape road I realized I



Coopers at Limerock, CT, 1957



In a Mk IV Cooper with a Triumph engine at Watkins Glen, NY, in September 1961



was in trouble. This was a second gear turn and I was flat out in third. I was sliding sideways at about 85 miles per hour and rapidly approaching an earthen barrier with a flagman standing behind it. All I could do was hit the barrier straight on. To my surprise, the car shot up into the air and it was like slow motion. I looked down as I passed over the flagman's head. He was looking up at me with his mouth open. At that point I leaned forward, grabbed a tubular frame member and hung on. The car landed on the left front wheel and slammed down and bounced across the other side of the turn and into the infield. Fortunately, the motor died and the shock split my fuel tank allowing several gallons of highly flammable fuel to pour into my lap. The flagman told me later that my rear wheels were at least two feet over his head and the car was still climbing. I also flew over a Lotus parked behind the flagman. I suspect that I could have cleared two additional cars if parked closely together. Another humbling experience.

Well, did I learn anything from all these experiences? Yes. First and foremost, impatience is not an asset in racing. Second, I was fortunate to have mechanics that paid meticulous attention to detail which is absolutely essential in preparing a car for racing. Friendships with those who shared my interest in racing were a special plus. I believe if I had raced for another two years I could have been a serious competitive driver. I did not take those two years but I am glad I enjoyed the sport at that particular time in my life. I ran my last race in 1961 and felt it was time to let it go. I was working as a lawyer, getting an MBA at night, I met and married Beverly and soon after we became parents. However, the competitive spirit lived on in my daughters as both were competitive gymnasts winning honors: a state championship, an individual first all-around championship in a Midwest regional meet, a first all-around college team championship, our 9 year old grandchild earned a black belt and a 14 year old earned a national title for squash doubles, etc. However, there are some

things even an experienced racer can never be prepared for: in 1965 a loving wife who knew absolutely nothing about a 4 speed transmission managed to finesse me out of a brand new white 1966 TR4A, now the infamous White Knight. And so it goes.

Watkins Glen, NY, September 1961 - David's last race




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EVENTS

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

- May 25-Jun 2 - British Car Week
- Jun 1 - Cars and Motorcycles of England show, Westown, PA, http://www.dvtr.org/flyers/CMoE_2013_Flyer.pdf
- Jun 2 - The Original British Car Day and CTR post-show get-together *CTR*
- Jun 8 - 24th annual Orphan Car Tour, Williamsport, MD, Info: www.orphancartour.org, 540-364-1770, or tourdirector@orphancartour.org
- Jun 16 - Sully Plantation Car Show
- Jul 13 - Horse Country Gallop *CTR*
- Aug 1-3 - The Roadster Factory Summer Party, Armagh, PA *CTR*
- Aug 25 - Cruisin’ for Crustaceans *CTR*
- Aug 30-Sep 1 - Baltimore Grand Prix
- Aug 31-Sep 1 - VA Scottish Games Car Show
- Sep 15 - Classics on the Green Car Show, New Kent Winery, VA, www.classicsonthegreen.com/pages/showinfo.htm
- Sep 28 - MGs on the Rocks, near BelAir, MD, www.mgsofbaltimore.com/
- Oct 2-6 - Triumphest and VTR National Convention, San Francisco, CA *CTR*
- Oct 13 - Hunt Country Classic and post-show CTR Get Together, www.mgcareclubdc.com/hcc/hcc_main.html
- *CTR*Nov 2 - T4 *CTR*
- Nov 9 - Fall Foliage Tour *CTR*
- Dec 8 - Holiday Part (VA Location) *CTR*

1974 TR6 for sale. Completely rebuilt engine 2.5 ltr, 6 cylinder, new upholstery, new wheels/tires, red in mint condition. Has been garage stored for the past 15 years. It is presently stored in Sarasota, Florida, but can be trailered to a new home. \$22,500. Contact Steve Skippen at [301-252-3605](tel:301-252-3605) with questions.



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For sale. 1963 TR4 with fiberglass top. Very rusty and won't start currently, so it would either be a parts car or a project car. Located in Gaithersburg, MD. Contact Walt Webert, 585-755-7894

Wanted. TVR "S" series (late '80s). Contact Ed at EVanVoorh@aol.com

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- Autocross	Lionel Mitchell	703-754-7362	haymarket4@verizon.net
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THE STANDARD

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

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TRIUMPH TRIVIA: The TR250 was the US version of the TR5 marketed to the remainder of the world — which sold more?

Showing the importance of the US market, 8,484 US specification TR250s were produced vs 2,947 TR5s produced for the rest of the world.

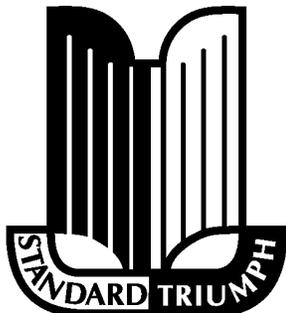


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 Page 4 top and center - Paul Scuderi; bottom - Emma Puckett
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Keeping Score



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THE STANDARD





THE STANDARD

The Official Publication of the
Capital Triumph Register, Ltd.
Volume XXV, Number 6, June 2013



How many Triumph owners does it take to . . . ?

Probably just one or two, but with a dozen or so you'll get lots of advice and go through a lot of doughnuts. Mark Shlien, Don Clarke, Rich Smalling, Craig Nicholls, Ben Cheshire, and Robert Fox discuss one of Craig's TR6 projects during a Get Your Hands Dirty session on June 15. For more, see page 4.

PAGES 1 and 4 - GYHD - Craig Nicholls' TR6 Projects; PAGE 2 - From the President - Shape of Things to Come; CTR Happenings; PAGE 3 - Horse Country Gallop Reprise; Your Photo Album - Beverly Dougherty; PAGE 6- Garage Spot: Wheel Balance and Vibration Control; PAGE 8 - Marlboro Motor Raceway; PAGE 9- The Original British Car Day; PAGE 10- Events; Classified; PAGE 11 - Club Info

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The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

Check out my new signature photo! That's me in my Maple 6 – well, at least part of it. I schlepped it the painter's shop a couple of weeks ago. He had already primed the fenders, bonnet, and boot lid, which I had delivered earlier, with epoxy and build primers and sanded them. He was not quite ready for the body tub, but I had a window of time when I could get the body there. By this time next month, I expect to have more progress to report and maybe some photos to share.

A few of us took a chance on threatening weather to go to the Original British Car Day show at Lilypons on June 2. The show was sparsely attended, but the rain held off until late in the day. Afterwards, we were treated to a cookout and the hospitality of Tom and Mary Burke at their home in Laytonsville. My daughter, Laura, attended with me. On the way home, we got to test the water tight capability of the new top I put on my TR6 last year – quite a rain storm. I'm happy to report no leaks.

By the time you read this, we will have had a GYHD session working on Craig Nicholl's TR6. Coming up on June 23 is our BOG TGIO party hosted by Bill and Carol Goodwin. And coming up on July 20, I will lead the Horse Country Gallop drive again. Look for more details later in this issue.

I'm still going to the Cars and Coffee gathering at Fair Lakes, VA on Sunday mornings. I will be looking into setting up a Triumph Day at this location in the future, and encourage you to do the same for other C&C locations such as Great Falls, Middleburg, and Bethesda. This will be good publicity for our club and BOG.

Also on my agenda for June and July are several autocross events with the Capital Driving Club. In preparation, I have replaced my street tires on the stock steel wheels with sticky tires on Panasport 16x7 aluminum alloy wheels. If you're interested in getting involved, check out the CDC web site at: <http://capitaldrivingclub.com/>. The first thing that you'll notice on the web site is a graphic of Ed Chan's TR6, which you'll usually see at the events. It's always a mix of old and new cars, and it's very laid back. While people are competitive, everyone is there to have fun. Newcomers are always welcomed. You should try it.

Hope to see you at future events in your Triumph.



CTR Happenings

Early Summer Events

On June 23rd, we will hold our annual Britain on the Green TGIO get together at Bill and Carol Goodwin's home in Bryantown, Maryland.

On July 20th, CTR will trot off to the second running of its Horse Country Gallop, a vigorous drive over Northern Virginia's beautiful backroads.

On July 27th, we've once again been invited to join our friends from the MG Club for their annual Test Drive event. This is a great opportunity to drive a variety of MGs, Triumphs, and perhaps other cars under controlled conditions at Bull Run Regional Park near Manassas.

And, as always, we're looking for excuses for GYHD sessions and impromptu drives. Have an idea? Suggest something and we'll help get the word out.

Cruise Ins

What could be better on a warm summer evening than getting together with a bunch of other gear heads and admiring and talking cars? Last year several of us took advantage of cruise ins to do just that. Surprisingly there are numerous events like these in the greater Washington area. Check out this site for a list:

<http://www.capitalcruisin.com/cruisein.html>

Most of the cars will be street rods, muscle cars, and American classics, but a surprising number of LBCs will be there as well.

Save a Tree

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



Horse Country Gallop Reprise

July 20th
Lionel Mitchell

Once again, I will lead a spirited drive into Virginia horse country on Saturday, July 20. We did this drive last year, and it was great fun. The drive is open to all drivers, both spirited as well as those who want a more leisurely drive. So, don't be put off by my description of the drive as spirited. We will organize drivers into two groups, and we will have pauses like we did last year to reassemble of all cars.

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 last year, 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. This is the same route as last year, but this year there will be dessert on top of that main course. Steve Prior introduced me to some more great roads just south of Marshall. These roads are some of the best I've driven in my Triumphs. I'm sure you'll agree after you've driven them. We'll end the drive with these roads which start and end in Marshall, and then stop at the park for our picnic dinner.

Here are the particulars:

- Meet in the Walmart parking lot in Haymarket on VA-55 at 3:00 PM (near I-66 & US 15)
- Depart at 3:15 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 21; 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.



From Your Photo Album

Beverly Dougherty



Beverly Dougherty with daughter Elisa who was just three years old when this photo was taken in December 1965. The car is the White Knight, the 1966 TR4A Beverly bought new and which she still owns.



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

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Get Your Hands Dirty: Craig Nicholls TR6

June 15th

CTR members are always willing to share their expertise. A GYHD session is not only a chance to lend a hand, but it is also an opportunity to look over someone's shoulder and learn how to tackle a project. And sometimes it's an occasion to talk cars with other like-minded individuals.

Craig Nicholls had three projects in mind when he asked club members to come over to his garage in Vienna, Virginia, on Saturday, June 15th: install a new clutch master cylinder and bleed the system, install a NOS (new old stock) hazard switch, and install a braided stainless steel oil line between the engine and the oil pressure gauge.

The clutch project came off without a hitch; however, the other two efforts were stymied. The fitting for old oil line at the block refused to budge and Craig was concerned that breaking it would leave his car undrivable. Craig also wanted to remove the old hazard switch without damaging it. After a great deal of effort and a lot of head scratching, it became clear that the dash would have to be removed in order to extract the switch, so that project was abandoned as well.

Taking the opportunity to quiz other CTR members, Karl Johnson got an opinion on a noise in the Green Weenie, Pam Michell's Spitfire. Verdict: a failing U-joint. And Mark Shlien got some help with the headlight trim rings on his TR6. Finally, Matt Schipani answered a lot of questions about his recently acquired Tesla Model S sedan.



Craig provided coffee and doughnuts followed by sandwiches and beverages when the projects were wrapped up. All in all, it was a great way to spend a Saturday morning.



*Left: Craig Nicholls and Robert Fox install the master cylinder
Top right: Rich Smalling, Craig Nicholls, Ben Cheshire, and Robert Fox discuss an adjustable slave cylinder rod
Bottom right: Don Clarke and Sam Peña help Mark Shlien with his TR6 headlight trim rings
Next page top left to right: Our host, Craig Nicholls, under the dash; Sam Peña and Lionel Mitchell; Lionel Mitchell reads instructions; Mark Shlien and Don Clarke
Center left to right: Matt Schipani and the Tesla; Karl Johnson and Art Fournier combine efforts to hold open a door
Bottom left to right: Robert Fox and Craig Nicholls bleeding the slave cylinder; Sam Peña and Craig Nicholls*





What You Need to Know about Wheel Balance and Wheel Vibration Control

Mark Shlien

Roughly 12 months ago, I developed a noticeable vibration that came up through my steering wheel at 53 miles per hour. Not 50 miles per hour, and not 56, but 53 miles per hour, only. I took my 1970 Triumph TR6 to the first garage to address the problem. This “chain” is nationwide and is known for tires and alignments. This first stop was the beginning of almost one year of frustration before the problem was solved. In the year’s time that I have spent addressing the “vibration” issue, I received an education on tires, balancing machines, wheel vibration and rims!

At 60 miles per hour, and average size tire rotates 850 times per minute. At this speed, slight variations in balance, sidewall stiffness or roundness can cause the wheel to literally slam into the pavement 14 times a second.

The ultra-sensitive road feel of today’s vehicles gives drivers a hands-on detection of vibration, a warning of potential problems. Unchecked, excessive wheel vibration, can result in expensive damage and unsafe driving conditions. My experience with vibration was to literally see the front end of my car shake, as my hands worked to keep the steering wheel in the proper position.

In each of the stops I made at different tire stores, I received the same lecture...wheel vibration causes excessive tire wear, damage to suspension and steering components and unsafe steering and handling. Having continued to drive the car with the vibration that I couldn’t get rid of, because only the fourth store was able to correct the problem, I was well aware of what was taking place...I didn’t really need to hear it over again about the possible damage I could be doing, then again, no one seemed to be able to fix the problem.

What Causes Excessive Wheel Vibration:

1. **Wheels Out of Balance:** Static wheel balancing uses a single weight plan and only addresses “up-and-down” imbalance.
2. **Wheel Force Variation:** A perfectly balanced tire can still vibrate due to Force Variation.

Wheel Force Variation is most frequently due to wheel runout or uneven tread or sidewall stiffness in the tire. Runout is when a tire or rim is out of round when rolling; frequent causes are a bent rim or uneven tire wear.

Uneven tread or sidewall stiffness can be found in new or worn tires. Tires by design are never uniformly flexible throughout nor are they perfectly round. And no two tires are exactly alike in these conditions.

3. **Tire Pressure:** Improper tire pressure and/or misalignment causes irregular tire wear which creates and amplifies imbalance, resulting in wheel vibra-

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tion. Alignment can be adjusted and wheels serviced to reduce or stop the vibration.

4. Steering and Suspension Components: Steering and suspension components need periodic inspection. They can eventually wear out resulting in wheel vibration. Excessive wheel vibration from other causes can also shorten steering and suspension component life!

How Wheel Variation is Corrected:

1. Match mounting a tire and rim by matching the high point or “stiff spot” in the tire with the lowest spot in the rim can make the wheel “round when rolling.”
2. In some cases a wheel is so out of round it should be replaced.
3. In some other cases, a tire with excessive Force Variation is defective.

So, with the above in mind, knowing that my TR6 car had all tires balanced multiple times, the front end aligned using a state-of-the-art computerized alignment machine; the tires rotated in every direction possible; and the car driven with chrome rims on and off, the problem was not solved... the vibration continued.

What did I learn from this experience and what was the answer to my vibration issue?? It’s the balancing machine, in this case the GSP 9700 Road Force, used to balance the tire that is key (along with a skilled and experienced technician), that matters most. The GSP 9700 Road Force balancing machine provides a “dynamic” balance meaning each rim and tire are balanced using two weight planes. This eliminates “up-and-down” and “side-to-side” imbalance. Where static wheel balance measures only “up and down”, dynamic wheel balancing also measures from “side-to-side.”

The GSP 9700 Road Force machine lets the Tech balance not only the tire, but the tire to the rim and that wasn’t done anywhere else but Goss’s Garage. As soon as the “dynamic balancing” was completed on all four tires ...the problem disappeared. In the future, I will always request a dynamic and suggest you do so as well.

** Technical information for this article was provided by Goss’ Garage, 9421 Smith Ave., Lanham-Seabrook, MD 20706, (301) 577-9200*



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Looking back at THE STANDARD:

**Volume V, Number 4
April 1993**

The June 1994 edition of The Standard led off with an article by Carole and Ray Aranda on a summer tour through the wilds of Anne Arundel County ending at Buddy’s Crabs in Annapolis. Ray and Carole’s tour was the first in an annual series that continues to this day as “Cruisin’ for Crustaceans.”

In May the club member Bernie Heer organized a fun rally from Fair Oaks toward Winchester. First prize went to George Earwaker while Charlie Brown finished second. (Art Fournier’s Spitfire limped home from Fair Oaks with a bad clutch — sound familiar? Fifty miles without ever coming to a complete stop!)

Karl and Penny Johnson’s back yard was the site of an appraisal clinic by Craig Shipp. Among the several cars evaluated was Beverly Dougherty’s TR4A (see page 3 of this issue).



Marlboro Motor Raceway

Art Fournier

In the May 2013 issue of *The Standard*, David Dougherty described some of his racing experiences. A track he frequently mentioned was the Marlboro Motor Raceway located in the Washington metropolitan area in Upper Marlboro, Maryland. Although closed for over 40 years, the track still exists on the east side of Route 301 south of Route 4 and the Giant shopping mall.

Marlboro Motor Raceway was built in 1952 by Eugene Chaney (of Chaney Enterprises, a sand, gravel and concrete producer still operating in Maryland) as a 1/3 mile dirt oval track. In the following years, the track was paved and extended to become a 1.7 mile road course. From the late 1950s through the 1960s, the Marlboro Motor Raceway served as a major venue for East Coast sports car racing. President Dwight Eisenhower presented a silver bowl to the top amateur driver in the country defining Marlboro's President's Cup Race as one of the premier race events in the country. (Of course, it helped that the Marlboro Motor



Raceway was located close to Washington and the White House.)

In addition to Sports Car Club of America (SCCA) events such as the annual Thanksgiving weekend Turkey Bowl, the track also hosted January Refrigerator Bowl, midget, NASCAR stock car, and endurance races. Among the well-known drivers to race at Marlboro were Jackie Stewart, Roger Penske, Mark Donohue, Bob Tullius, and Sam Posey.

By 1969, the track had become obsolete. Its long straightaways were only a few yards apart and separated by a grassy median with tire and board barriers so that drivers faced each other head on at full speed. In addition to safety considerations, parking was inadequate and expansion was limited due to encroaching development and the protected wetlands of the adjacent Patuxent River. Consequently, Marlboro lost SCCA approval and the racing program was moved to Summit Point in West Virginia.

The track still exists today behind locked gates. The grandstands and some other buildings still stand although the track itself is overgrown with grass and part of it has been flooded and washed out by the Patuxent River. Over the years there has been discussion of reopening the track but those plans have gone nowhere due to cost and environmental considerations and the probable objections of nearby property owners. For now, this relic of Washington's racing past stands silent and abandoned.

More on the Marlboro Motor Raceway may be found with a quick internet search (of course) and in Pete Hylton's 2007 book *"Ghost Tracks, A Historic Look at America's Lost Road Racing Tracks"* published by Legacy Ink Publishing.

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Clockwise from top left: Our post car show hosts Mary and Tom Burke (with Gunny the bulldog and Colton the grandson)

Sunbeams on a cloudy day

Members of the Frederick Scottish Pipes and Drums

A four-wheel drive Triumph Spitfire (Why? Why not?)

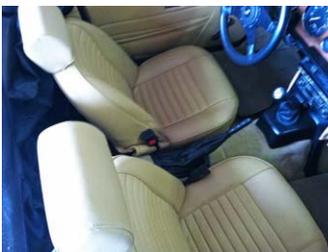


EVENTS

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- Jun 16 - Sully Plantation Car Show
 - Jun 23 - BOG TGIO at the Goodwins in Bryantown, MD
 - Jul 20 (Revised Date!) - Horse Country Gallop *CTR*
 - July 27 - Test Drive a MG (or Triumph), MG Car Club, Bull Run Regional Park *CTR*
 - Aug 1-3 - The Roadster Factory Summer Party, Armagh, PA *CTR*
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- *** Much More to Come ***

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THE STANDARD

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

**Deadline
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TRIUMPH TRIVIA: Commission numbers for TR3Bs begin with TSF or TCF – what does the “F” stand for?

The “F” in the commission number stands for Forward Radiator, the company by which they were assembled. Forward Radiator was a subsidiary of Mulliners, which in turn was a subsidiary of Standard-Triumph.



Photo Credits

Page 1 - Art Fournier

Pages 3 - Courtesy of Beverly Dougherty

Page 4 - Art Fournier

Page 5 - Lionel Mitchell and Art Fournier

Page 9 - Top, Art Fournier; all others Lionel Mitchell

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THE STANDARD





THE STANDARD

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*Two of Bill Goodwin's three Heralds are visible in this photo of his garage which also holds his Ford Galaxie convertible. Robert Fox, David Dougherty, Bruce Hislop, Art Fournier, RJ Fortwengler, and Bill Goodwin enjoy the "man cave" during the BOG 2013 TGIO party held at Bill and Carol Goodwin's on June 23rd.
For more on the TGIO, turn to page 4.*

PAGES 1 and 4 - BOG TGIO; PAGE 2 - From the President - Shape of Things to Come; CTR Happenings; PAGE 3 - Cruisin' for Crustaceans; PAGE 5 - North Beach Cruise In; PAGE 6 -Lancaster Overnighter; PAGE 7 - Fall Car Shows in Virginia; PAGE 8 - Garage Spot Gold - Exhaust Efficiency; PAGE 9 - CTR Survey; From Your Photo Album - Earl Hill; PAGE 10- Events; Classified; PAGE 11 - Club Info



The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

I guess it's to be expected with a restoration project – the painter has not made a whole lot of progress since last time. I made one visit to take a look at a paint sample which turned out to be the wrong shade of brown – Sienna instead of Maple. So, he's going back to the paint supplier. I delivered the hardware for fastening the fenders to the body tub – new sets that I got from TRF. Those will be painted body color. We discussed how the body tub will be mounted on a rotisserie for painting the underside. We also discussed the steps of mounting the tub to the chassis frame. We made a plan to have a GYHD tech session for our club at which we (CTR members) will position the tub onto the frame and install the fasteners. To that end, I acquired a body mounting kit from TRF and have put all of the pads and fasteners in place on the frame. The plan is for me to deliver the frame to the shop. I am frantically trying to get the engine and tranny mounted to the frame so that I won't have to risk scratching the engine bay when it's freshly painted by installing the drive train after the body is mounted. After we fasten the body to the frame, the painter will then mount the doors and fenders. We set a tentative date of Saturday, August 24 for this GYHD event. It should be very educational. Stay tuned for details.

We had a good turnout at the TGIO party hosted by Bill and Carol Goodwin. Twenty members attended the picnic. We had a great time checking out Bill's Heralds and his well-organized garage. Plus we had lots of good food and drinks. Many thanks to Bill and Carol for hosting once again.

I've participated in three autocross events with the Capital Driving Club over the last month in my Pimento TR6. I'm having a great time. My times are always in the middle of times. Actually, that's not bad when you consider the competition – lots of newer and much faster cars. I don't really care how my times compare with others. I just want to improve and have fun. I'm definitely doing both. You should try it.

By the time you read this we will have had our Horse Country Gallop drive over some great roads mostly in Fauquier County, Virginia. I'm sure we had a great time if the weather held out. And on the heels of that drive is the MG/TR test drive event with the MG club. Coming up is one of our longest running events – it might actually be THE longest one. It the Cruising for Crustaceans drive organized by our newsletter edi-

tor, Art Fournier. Look for more details in this issue. Also look for ideas from Event Director Mark Shlien on future events further in this issue.

Finally, take a look in the September issue of Hemming's *Sports & Exotic Car* magazine for a photo that I submitted from one of our road tours to Webb Motors in Roanoke, Virginia. I submitted the photo several months ago with a short description of Webb Motors and their open house event. I got a call from Byron Webb today thanking me for sending the photo in. He said his phone had been ringing off the hook all morning. Their next open house will be held on Saturday, September 21. Let me know if you're interested in going down, and I will organize a drive.

Get out and drive your Triumph! Don't let those hoses and tires dry rot. It's great therapy, and you're not getting any younger. Enjoy it while you can.



CTR Happenings

Please Welcome CTR's newest member:

- ◆ James Carlisle, Vienna, VA

Summer and Early Fall Events

From August 1st through 3rd, the Roadster Factory will hold its annual Summer Party in Armagh, Pennsylvania. If you are up that way, look for other CTR members attending this great annual event.

On August 24th, Lionel Mitchell will be looking for help reinstalling the body of his long term TR6 restoration car on its frame. Look for specifics in an evite.

On August 25th, CTR will hold its 20th annual Cruisin' for Crustaceans run in Southern Maryland. Details are on page 3 of this issue.

In September, Mark Shlien will organize an overnight trip to Lancaster, Pennsylvania, if there's interest. See page 6 for tentative details. And let Mark know if you are interested.

For the Newsletter

Do you have photos like the one on page 9 from Earl



Hill that show our LBCs when we and they were younger? Please share them with the newsletter. Electronic copies preferred, but paper copies will be scanned and returned.

Do you have a favorite road in the greater National Capital region that's a favorite when you exercise your LBC? Send the location to share in the newsletter.

And as a reminder, we are always looking for articles, tech tips, and items of interest to include in the newsletter and to share with the other members of CTR. This month's issue of *The Standard* is being written later than I would have liked. That was in part the editor's schedule and in part due to a shortage of material - keep those contributions coming!

CTR Forum and Facebook Accounts

Both the Forum and Facebook sites are great sources of late breaking news about club events. Get details and ask questions, find out who is attending. Both contain a number of continuing general interest threads and both can now be accessed by means of the CTR website. Or to access them directly, use the following links.

The Forum is at http://www.capitaltriumph_register.com/forum/Blah.pl? Pre-register with JP Puckett. (Although the software is old and cranky like our Triumphs, JP has worked wonders with it in recent months!)

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

Finally, please make sure we have up-to-date e-mail and mailing addresses for you.



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



Cruisin' for Crustaceans

August 25th
Art Fournier



The 20th annual CTR Cruisin' for Crustaceans tour will be held on Sunday, August 25th. We will meet at 10:00 at the Shell Station in Upper Marlboro and leave promptly at 10:15 to cruise some of Southern Maryland's back roads and byways heading for a not too far out-of-the-way crab-house for lunch.

Plans call for lunch at Solomon's Pier's located (logically enough) on a pier over the Patuxent River in Solomon's Island, Maryland. After lunch, R.J. Fortwengler and Sheila Skipper have offered a follow-on get together for libations and snacks at their weekend home in Calvert Beach overlooking the Chesapeake Bay.

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

Our route this year will cover just over 50 miles and will take just over an hour and a half to run. It's a pleasant route that will begin on country roads through Prince George's, Charles, and Calvert Counties then end on a pleasant stretch of highway through southern Calvert County. In early July, crabs were running about \$60 a dozen (ouch) for large males, \$36 a dozen for small males. For those who don't care to pick crabs, their menu has a varied selection and their crabcakes are excellent!

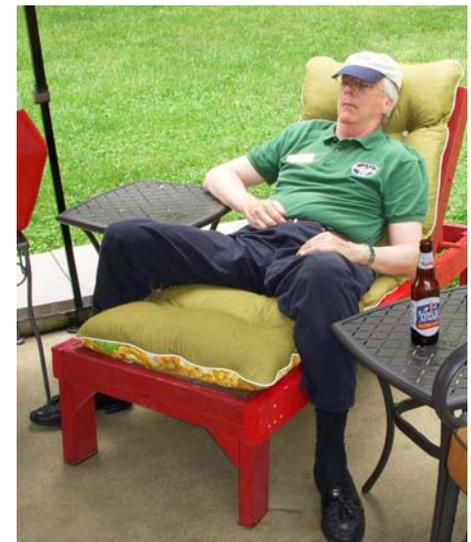
Please let Art Fournier – artfournier@comcast.net or 410-535-0690 – know if you'll be attending no later than August 21st in order to give the restaurant a headcount. You don't need a Triumph to participate – we hope you'll come along no matter what you're driving. If you can, please bring a folding chair for the stop at RJ's. We hope to see you at what is one of CTR's longest running (20 years and going strong) and best-attended annual events!



BOG TGIO

June 23rd

On June 23rd we put the finishing touches on Britain on the Green 2013 with a TGIO party and Bill and Carol Goodwin's home in Bryantown, Maryland, with about 20 CTR members and friends attending. (Don't tell me it's time to start thinking about BOG 2014 already!) The rain held off, the food was great, and the company was excellent! A big CTR thank you goes to Bill and Carol for their hospitality on a hot summer day!





North Beach Cruise In

A Cruise In along the boardwalk in North Beach, Maryland – what a great way to spend a summer evening! Combined with a farmers’ market, the event is held each Friday from May through October. Add wine tasting and a bluegrass combo performing with the Chesapeake Bay as a backdrop, and you have all the elements you need to relax and enjoy a slower, country pace. Most of the cars are street rods, muscle cars, and American classics, but there were four British cars taking part on July 5th: a new Bentley Continental coupé, a 12-cylinder Jaguar XJS convertible, Mark Shlien’s TR6, and Art Fournier’s Spitfire.



*Previous page, top left: Our host Bill Goodwin and Robert Fox
 Top center: Jeff and Marcy Knepp and the Goodwins’ neighbor Debbie Hayes
 Top right: Our hostess Carol Goodwin tends the grill
 Center left: Ethan, Emma, and JP Puckett
 Center: Stephen Prior
 Center right: Robert Fox, Bill Goodwin, Bruce Hislop, and Tom Burke
 Bottom Left: Lionel Mitchell and Ethan Puckett
 Bottom center: David Dougherty and Sheila Skipper
 Bottom right: Life of the party Dennis Eckhout*

*Above: Two Mikes from the Nation’s Capital Jaguar Owner’s Club, Sharon Cunningham, and Mark Shlien. Sharon was visiting Mark from Connecticut.
 Below left: This beautifully crafted street rods is typical of the cars attending the Cruise In, but all the car owners love to talk about their cars and ask you about yours.
 Below right: The exhaust sound and “Street Rod” plates on this otherwise stock looking classic Packard provide a hint that its engine is something more than stock!*

*This page top: Robert Fox, Beverly and David Dougherty, Sheila Skipper, and Fred Mittelman
 Bottom: Fred Mittelman, Dennis Eckhout, Diane Page, Beverly and David Dougherty, Sheila Skipper, and RJ Fortwengler*





**The Capital Triumph Register
cordially invites you to
beautiful . . .
Lancaster, PA!!
Mark Shlien**

Dear Club Members:

This announcement is to gauge your interest in visiting Lancaster, PA, home of “Amish country.”

Why Lancaster? Well, it’s just not the laconic roads and wonderful scenery that calls us to Lancaster. Lancaster /'læŋkæstər/ (Pennsylvania Dutch: *Lengeschder*) is a city located in South Central Pennsylvania and serves as the seat of Pennsylvania's Lancaster County and one of the older non-coastal towns in the United States, (along with Springfield, Massachusetts; Petersburg, Virginia; Schenectady, New York and several other settlements). With a population of 59,322, it ranks eighth in population among Pennsylvania's cities. The Lancaster metropolitan area population is 507,766, making it the 101st largest metropolitan area in the US and 2nd largest in the South Central Pennsylvania area.

Lancaster was home to James Buchanan, the nation's 15th president, and to congressman and abolitionist Thaddeus Stevens. The city's primary industries include healthcare, tourism, public administration, manufacturing, both professional and semi-professional services, and home of the Park City Center shopping mall, the largest indoor retail facility in the entire south-central Pennsylvania region. Lancaster is known for its innovative adoption of advanced technology and hosts more electronic public CCTV outdoor cameras per capita than any US city, despite its controversy among residents.

When: Saturday, September 21, 2013 (we will check in the afternoon of the 21st, and check out late morning, early afternoon on the 22nd).

Where Will We Stay: The Doubletree Resort by Hilton (roughly 3 miles to the historic Lancaster Market and downtown).

What’s the Cost: \$139.00 for the evening (single or double rate). All CTR club members will have access to the resort’s gym, pool, and Jacuzzi.

What Does This Trip Look Like:

- ◆ CTR members will meet at a central location, (location to be determined), at 11:00 a.m., on the 21st.
- ◆ We will stop for lunch along the way, most likely in a small, quaint restaurant in PA. Restaurant to be determined.
- ◆ Upon completion of lunch...we will meander along the back roads to The Double Tree where we will check in.
- ◆ Cocktails and dinner will take place at the Doubletree Resort or we can go into downtown...again, just a short drive away.
- ◆ Sunday morning, we will grab a light breakfast then head off for an easy ride around the Amish country. We’ll head into downtown Lancaster for to visit the well known the Lancaster Market. From the Market, we will walk about 150 feet, if that, to the Lancaster Dispensing Company for lunch (opens at 12:00 p.m.) Housed in a renovated Victorian structure that is situated on the site of the Grape Tavern of 1893, the Lancaster Dispensing Company has been serving fine food and spirits since 1978. Menu selections include salads, sandwiches, baked crab dip, burgers, soups, pita pizza, artichoke dip, tacos, burritos.
- ◆ We will depart back to DC/MD/VA after our lunch and perhaps, depending on the mood, add an additional drive through Amish country.
- ◆ You are encouraged to drive your Triumph, but this is not a requirement to join in on the fun.



We are preparing an Evite for this event, but want to give you additional notice. Each member attending will need to call the Hotel to reserve a room no later than August 21, 2013 to insure the room rate as outlined in this announcement.

Should this event be cancelled due to rain...we will re-schedule the event.

So, please give this Event some thought. This is a wonderful opportunity to get away, join in some fun and see the interesting sights and sounds of Lancaster, PA.

Additional Questions??? Please call me at 202-415-1599.

Hope you can make it!



Fall Car Shows in Virginia

As always, CTR will be well represented at the MG Car Club Washington DC Centre's **18th Annual Hunt Country Classic** to be held on October 13th at the Willoughby Farm near Middleburg, Virginia. After the show, CTR will hold its now annual get together and picnic in nearby Haymarket.

Here is some information on other up-coming British or foreign car shows:

The **29th Annual Classics on the Green** car show will be held on Sunday, September 15th with additional activities occurring on the day before (Saturday, September 14th). This is our 4th year at the New Kent Winery. Last year's show was a great success and we are anticipating an even better event this year. The Winery will feature a variety of exquisite Virginia wines from its own Winery and other Virginia Vineyards. This year's featured marque celebrates the heritage of Mercedes-Benz which will include a very special 50th anniversary display of the classic Pagoda SL. Attendees will also enjoy seeing a display commemorating the 50th anniversary of the introduction of the Porsche 911. We are planning a weekend full of activities which are more fully detailed on the Classics on the Green website. Additional information and ticket purchases will be available through the COTG website: www.classicsonthegreen.com or by e-mailing Kevin Allocca at Kevin@SellingRichmond.com

The **38th Annual Edgar Rohr Memorial Antique Car Meet** will be held at the Manassas Museum, 9101 Prince William St., Manassas, VA, on September 21st from 10:00 am to 3:00 pm. Antique vehicles through 1988 and street rods. Swap meet and car corral, Model-T Ford assembly demonstrations at Noon and 2 PM. Rain or Shine. Sponsored by Bull Run Region, AACA. Free spectator admission and parking (across street). Situated in historic Old Town Manassas with shops, farmers market and 10th Annual Old World Festival all within walking distance. Registration: \$15 before 9/16/13, \$20 thereafter. Info: Jon Battle, 540-364-1770, terraplane@verizon.net Club website:



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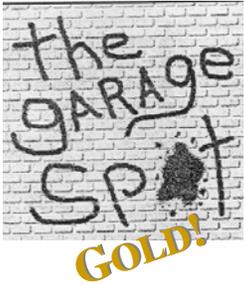
Details on our website: www.sportscarshopinc.com

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www.bullrunaaca.org/ On-line flyer: <http://www.bullrunaaca.org/downloads/Car%20Show%20Flyers/Rohr%20Meet%20Flyer.pdf>

The **32nd Annual British Car Festival** will be held on Saturday, October 5th, at Ridgeview Park in Waynesboro, VA. This year's featured marque is MINI/Mini and the sponsor is Crown Mini of Richmond. As always, we will have a Friday Night Reception at the host hotel from 6:00 pm to 10:00 pm. Drinks, snacks and/or full meals will now be available for purchase from the hotel pub menu. On Saturday, there will be a caravan to Ridgeview Park, leaving the host hotel at 8:30 am. On-field registration will be from 9:00 am to 11:30 am. On Saturday night, we will have an Awards Banquet at the host hotel. Reception with cash bar begins at 6:00 pm. Banquet begins at 7:00 pm. Banquet tickets must be purchased no later than September 28th. To get more information and to register on-line, go to: <http://www.svbcc.net/2013/Car%20Show/carshow2013.html>



Exhaust Efficiency

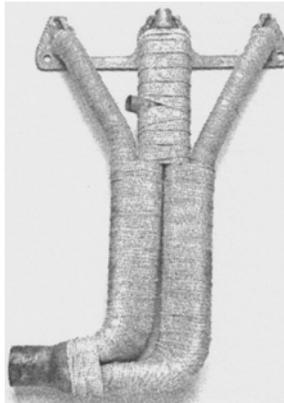
Charlie Brown

Originally published in the
June 1994 edition of
The Standard

OK, you've installed that trick tuned header on your pride-and-joy, looking for a little extra power. Granted, the equal lengths of the pipe help with the power balance and the scavenging of exhaust gases, but something is still missing for maximum efficiency.

That OEM cast iron header did something your tuned header cannot: maintain maximum exhaust gas temperature. The thick casting, although not terribly efficient, flow wise, kept the exhaust hotter and in a more "flowable" state as it moved on through the exhaust system.

Tuned headers, by design, are thinner and lighter, and have more surface area exposed to cooling air; the quicker you move down the road, the more air moves across the tubing. That cooling effect is not good for exhaust flow. For each 30°F drop in exhaust temperature, you lose 1 second/foot exhaust velocity. The gases, as they leave the combustion chamber, can be compared to oil: the hotter the fluid the thinner it becomes and the easier it flows.



By keeping the temperature high in the exhaust manifold, the thinner gases tend to move more quickly, creating improved flow. The quicker flow creates a higher vacuum at the exhaust port which clears more from the combustion chamber when the exhaust valve opens (scavenging). With less of the already burned gases trapped behind the exhaust valve when it closes and the intake valve opens, there's more room for the fresh air/fuel charge. Because you're filling that next stroke with more fresh air, and not trying to reignite already burned residue gases, a leaner carb setting is possible. With less unburned fuel being sent down the exhaust pipe, emissions improve. What all this means in the real world is better combustion efficiency.

How much would you pay for this marvelous efficiency? \$100? \$200? How about less than \$50? I purchased a roll of high temperature insulating wrap from J.C. Whitney for about \$20 (plus S/H). I got the 1"x50' roll (listed as "enough to cover a typical 4 cylinder header," and I had about 10' left over). They also sell a 2"x50' for about \$40 (enough for a 6

hanger?). *[editor's note: 2013 prices from Whitney are about \$27 and \$45 for the 1" and 2" rolls respectively.]* This same non-asbestos material is available at local speed shops and other mail order high performance suppliers, but I found their prices were a bit higher.

My material was made by a Berea, Ohio company called Thermo-Tek. Packaged with the roll are step-by-step instructions for installation. After trying a few test wraps with the water dampened material, the whole header was covered in about an hour. The loose wrap ends can be secured with their optional Snap Strap Kit or your own twisted wire. The manufacturer recommends spraying the finished covering with their Hi-Heat Coating (black or aluminum) to seal and protect the wrap. *[editor's note: <http://www.thermotec.com/>]*

In addition to helping the efficiency of combustion, there are other side effects worth noting. The engine compartment will run cooler, helping to extend the life of components near the header system. Secondly, most of our cars have the intake *and* exhaust manifolds on the same side of the block. With much of the heat removed from below the intake tracks, a cooler, denser, and more efficient air /fuel mixture will be drawn in.

A few final notes. In talking with the rep from Thermo-Tek, I mentioned that I had heard these wraps decrease the life expectancy of headers. He assured me that was not a "given." He did say if the mixture setting was not checked after installation, fuel not burnt in the combustion chamber would continue to burn in the now hotter headers. Over a period of time, that extra heat would fatigue the metal. Next, when wrapping the tubes remember, a little is good and more is not necessarily better. With this 1/16" material only ONE layer is needed - some heat needs to escape. Finally, do not use this wrap on cast iron manifolds - they already retain enough heat!

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And the Survey Said!!

To Our Capital Triumph Register Members:

In order to better understand your expectations and needs, the CTR Board is in the process of putting together a questionnaire for our members. This survey should take about five minutes to complete and be painless! You will find roughly 25 multiple choice questions to answer along with a section to write any ideas of club events/activities you would like to share. Your answers will be used to improve our club so your participation is important.

So, keep an eye open for our questionnaire, it will arrive by e-mail, and please...take a few minutes to complete it. If you have any questions, please call me at 202-415-1599 at any time.

We thank you in advance for your participation.



Mark Shlien
Co-Membership Director

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From Your Photo Album Earl Hill



Earl Hill's well-traveled TR3A (now Sandy Thomson's TR3A) is shown on Oahu in 1982 with Diamond Head in the background. Earl points out that the car is missing its headlight rims in this photo, but that they were included with the car when it was turned over to Sandy in 2012.



CLASSIFIED

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

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

Auto Restoration Equipment for Sale:

Powder coating set up: oven, coating booth and gun with 10 kw power supply \$200.00 OBO

Chrome plating set up: triple plating Cu, Ni, Cr. Mfr. Casswell Plating. 9" dia. tanks \$400.00 OBO

Paint Spraying Equipment: HVLP gun, fresh air pump with mask and all misc. tools. \$300.00 OBO

Joe Cannon, 703-280-4104, jpc8904@yahoo.com

1973 Triumph Stag for Sale: 4-Speed without OD. Red with Chesnut Interior. Suffered benign neglect post divorce. Hasn't been garaged in about 4 years and hasn't been run in 2 years. Owned since 2003. Numbers match. Original car from Texas with one respray prior to my purchase. Has hardtop and soft-top. Will need an experienced owner to bring her back online. \$5,000. Call Tom at 240-276-5499. Vehicle located in Olney area of Montgomery County, MD.

Found, a classic windbreaker jacket, in Joe Cannon's garage, could have been left from the BOG stuffing party in 2012: maker "Pacific Trail," medium size, off-white color, in like new condition. Call 703-280-4104

EVENTS

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

Jul 20 - Horse Country Gallop *CTR*

July 27 - Test Drive a MG (or Triumph), MG Car Club, Bull Run Regional Park *CTR*

Aug 1-3 - The Roadster Factory Summer Party, Armagh, PA *CTR*

Aug 24 - GYHD - Lionel Mitchell's Restoration TR6 body to frame reassembly *CTR*

Aug 25 - Cruisin' for Crustaceans *CTR*

Aug 30-Sep 1 - Baltimore Grand Prix

Aug 31-Sep 1 - VA Scottish Games Car Show

Sep 10 - CTR Executive Steering Board Meeting

Sep 15 - Classics on the Green Car Show, New Kent Winery, VA, www.classicsonthegreen.com/pages/showinfo.htm

Sep 21 - Webb Motors Open House, Roanoke, VA, *CTR*

Sep 21 - Edgar Rohr Memorial Antique Car Meet, Manassas, VA, www.bullrunaaca.org/

Sep 21-22 - CTR Overnighter to Lancaster, PA *CTR*

Sep 28 - MGs on the Rocks, near BelAir, MD, www.mgsofbaltimore.com/

Oct 2-6 - Triumphfest and VTR National Convention, San Francisco, CA *CTR*

Oct 5 - SVCC British Car Festival Waynesboro, VA, <http://www.svcc.net/2013/Car%20Show/carshow2013.html>

Oct 13 - Hunt Country Classic and post-show CTR Get Together, www.mgcarclubdc.com/hcc/hcc_main.html *CTR*

Nov 2 - T4 *CTR*

Nov 9 - Fall Foliage Tour *CTR*

Nov 12 - CTR Executive Steering Board Meeting

Dec 7 - Middleburg, VA, Christmas Parade *CTR*

Dec 8 - Holiday Part (VA Location) *CTR*

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THE STANDARD

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

**Deadline
for the next issue of
The Standard:
August 16th!**



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TRIUMPH TRIVIA: What is the TR250K?

The TR250K was a one-off roadster prepared by Standard-Triumph for Kas Kastner, the US competitions manager. It was designed by Pete Brock (responsible for the Shelby Daytona Cobras). It still exists in private hands and I occasionally seen at vintage events.

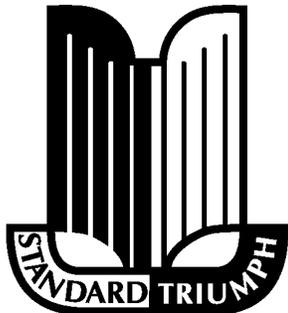


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Page 1 - Lionel Mitchell
 Pages 4 and 5 - Art Fournier
 Page 9 - Earl Hill

Signs of the Times



The Capital Triumph Register
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THE STANDARD



THE STANDARD

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*Sharon and Paul Edelstein, Rich Wilkins, and Rich Townsend at The Roadster Factory Summer Party.
For more on TRF Summer Party, see pages 8 and 12.*

PAGES 1, 8 and 12 - TRF Summer Party; PAGE 2 - From the President - Shape of Things to Come; CTR Happenings; PAGE 3 - Cruisin' for Crustaceans; PAGE 4 - Lancaster Overnighter; PAGE 5 - Horse Country Gallop; PAGE 6 - MG/TR Test Drive; PAGE 7 - Factory Five Cobra; PAGE 14 - Events; Classified; PAGE 15 - Club Info



The Shape of Things to Come

(Miscellaneous Ramblings from the President)

By Lionel Mitchell

By the time you read this, I expect my Maple 6 body will be painted. I talked to the painter earlier this week. He had primed part of the body tub and was planning to media blast the engine bay and spray the color coats this week. Those will be followed by clear coats. In the meantime, I'm having a CTR-West unofficial GYHD in my garage to install the drive train on the rolling chassis. Thanks goes to Rich Townsend, Rich Wilkins, Steve Prior, and Tim Shalvey for helping with the engine, clutch, and tranny installation. We are still scheduled to have an official club GYHD at Chris' Classic Restorations shop in Frederick, MD on Saturday, August 24th at which we will mount the body to the frame. Shop owner Joe MacInnes will then illustrate the fine art of getting the gaps right on the fenders and doors. BTW, I had Dean Tetterton of the Richmond Triumph Register check-out my J-Type overdrive gearbox. It check-out with great pressure and smooth shifting into and out of overdrive in the bench test. He also cleaned the O/D filter and installed new seals and gaskets. Dean is a great mechanic and a great guy, plus his labor rate is very reasonable. Many of you know that he is a long time Triumph owner and racer, but did you know that he was inducted into the Vintage Triumph Register Hall of Fame? I highly recommend him for your Triumph mechanical work.

In addition to my GYHD event on the 24th, Art will be leading us on the 20th annual Cruising for Crustaceans event on Sunday the 25th. Coming up in September is a road trip with optional overnight stay on September 21st to scenic Lancaster, PA. Look for more details in this issue.

I was unable to attend the annual MG/TR test drive event at the end of July, but several members attended and report a great time. In addition to the garden variety MGs and TRs, an MG member brought his Porsche 911 Carrera Turbo. I've driven this car before – it takes your breath away within a couple of seconds. Not to be outdone, our own Rich the T brought his Factory Five Cobra. I'm sorry I missed the opportunity to drive both cars.

Finally, at our last ESB meeting, we had a discussion on what I called musical chairs. What that means is that a few of us are retiring from our positions so that other members can have an opportunity to get more involved in club activities. If you are interested in filling a position of leadership in the club, contact any ESB member. We've got a great club. Let's keep it going. Do your part.



CTR Happenings

Late Summer and Early Fall Events

On August 24th, Lionel Mitchell will be looking for help reinstalling the body of his long term TR6 restoration car on its frame at Chris' Classic Restorations near Frederick, Maryland. Look for specifics in an evite.

On August 25th, CTR will hold its 20th annual Cruisin' for Crustaceans run in Southern Maryland. Details are on page 3 of this issue.

On September 21st and 22nd, Mark Shlien will organize an overnight trip to Lancaster, Pennsylvania, if there's interest. But only if there's interest! See page 4 for plans. And let Mark know if you are willing to take your Triumph (or fine daily driver) on an extended road trip.

On Sunday, October 13th, the Washington, DC, Centre of the MG Car Club will hold its 18th annual Hunt Country Classic British Vehicle Show at the Willoughby Farm located between Marshall and Middleburg, Virginia. To cap things off, CTR will hold its now annual post-show picnic at Lionel and Nancy Mitchell's home in Haymarket. It's a combination that can't be beat! Please do the MG Club a favor and pre-register — it makes planning the event and laying out the field so much easier! Details are on their website: <http://www.mgcarclubdc.com/>

For the Newsletter

Do you have photos in your album that show you and your LBC when you both were younger? Please share them with the newsletter. Electronic copies are preferred, but paper copies will be scanned and returned.

Do you know a road in the greater National Capital region that's a favorite when you exercise your LBC? Send the location to share in the newsletter.

And as a reminder, we are always looking for articles, tech tips, and items of interest to include in the newsletter and to share with the other members of CTR. Keep those contributions coming!



CTR Forum and Facebook Accounts

Both the Forum and Facebook sites are great sources of late breaking news about club events. Get details and ask questions, find out who is attending. Both contain a number of continuing general interest threads and both can now be accessed by means of the CTR website. Or to access them directly, use the following links.

The Forum is at http://www.capitaltriumph_register.com/forum/Blah.pl? Pre-register with JP Puckett. (Although the software is old and cranky like our Triumphs, JP has worked wonders with it in recent months!)

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

Finally, please make sure we have up-to-date e-mail and mailing addresses for you. The e-mail address is used for E-vites to our events and is handy for late breaking event changes due to weather and the like. And please don't forget to give us your new mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

Save a Tree

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



CTR Name Badges. We will place our next order for CTR name badges on September 30th. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at artfournier@comcast.net or 410-535-0690 to order. Specify exactly how you want your name to appear.



Cruisin' for Crustaceans

August 25th
Art Fournier



The 20th annual CTR Cruisin' for Crustaceans tour will be held on Sunday, August 25th. We will **meet no later than 10:00** at the Shell Station in Upper Marlboro and **depart promptly at 10:15** to cruise some of Southern Maryland's back roads and byways heading for a not too far out-of-the-way crabhouse for lunch.

Plans call for lunch at Solomon's Pier located (logically enough) on a pier over the Patuxent River in Solomon's Island, Maryland. After lunch, R.J. Fortwengler and Sheila Skipper have offered a follow-on get together for libations and snacks at their weekend home in Calvert Beach overlooking the Chesapeake Bay.

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

Our route this year will cover just over 50 miles and will take just over an hour and a half to run. It's a pleasant route that will begin on country roads through Prince George's, Charles, and Calvert Counties then end on a pleasant stretch of highway through southern Calvert County. In early July, crabs were running about \$60 a dozen (ouch) for large males, \$36 a dozen for small males. For those who don't care to pick crabs, their menu has a varied selection and their crabcakes are excellent!

Please let Art Fournier – artfournier@comcast.net or 410-535-0690 – know if you'll be attending no later than August 21st in order to give the restaurant a headcount. You don't need a Triumph to participate – we hope you'll come along no matter what you're driving. If you can, please bring a folding chair for the stop at RJ's. We hope to see you at what is one of CTR's longest running (20 years and going strong) and best-attended annual events!



The Capital Triumph Register cordially invites you to beautiful . . .

Lancaster, PA!!

Mark Shlien

Dear Club Members:

This announcement is to gauge your interest in visiting Lancaster, PA, home of “Amish country.”

Why Lancaster? Well, it’s just not the laconic roads and wonderful scenery that calls us to Lancaster. Lancaster /'læŋkæstər/ (Pennsylvania Dutch: *Lengeschder*) is a city located in South Central Pennsylvania and serves as the seat of Pennsylvania's Lancaster County and one of the older non-coastal towns in the United States, (along with Springfield, Massachusetts; Petersburg, Virginia; Schenectady, New York and several other settlements). With a population of 59,322, it ranks eighth in population among Pennsylvania's cities. The Lancaster metropolitan area population is 507,766, making it the 101st largest metropolitan area in the US and 2nd largest in the South Central Pennsylvania area.

Lancaster was home to James Buchanan, the nation's 15th president, and to congressman and abolitionist Thaddeus Stevens. The city's primary industries include healthcare, tourism, public administration, manufacturing, both professional and semi-professional services, and home of the Park City Center shopping mall, the largest indoor retail facility in the entire south-central Pennsylvania region. Lancaster is known for its innovative adoption of advanced technology and hosts more electronic public CCTV outdoor cameras per capita than any US city, despite its controversy among residents.

When: Saturday, September 21, 2013 (we will check in the afternoon of the 21st, and check out late morning, early afternoon on the 22nd).

Where Will We Stay: The Doubletree Resort by Hilton (roughly 3 miles to the historic Lancaster Market and downtown).

What’s the Cost: \$139.00 for the evening (single or double rate). All CTR club members will have access to the resort’s gym, pool, and Jacuzzi.

What Does This Trip Look Like:

- ◆ CTR members will meet at a central location, (location to be determined), at 11:00 a.m., on the 21st.
- ◆ We will stop for lunch along the way, most likely in a small, quaint restaurant in PA. Restaurant to be determined.
- ◆ Upon completion of lunch...we will meander along the back roads to The Double Tree where we will check in.
- ◆ Cocktails and dinner will take place at the Doubletree Resort or we can go into downtown...again, just a short drive away.
- ◆ Sunday morning, we will grab a light breakfast then head off for an easy ride around the Amish country. We’ll head into downtown Lancaster for to visit the well known the Lancaster Market. From the Market, we will walk about 150 feet, if that, to the Lancaster Dispensing Company for lunch (opens at 12:00 p.m.) Housed in a renovated Victorian structure that is situated on the site of the Grape Tavern of 1893, the Lancaster Dispensing Company has been serving fine food and spirits since 1978. Menu selections include salads, sandwiches, baked crab dip, burgers, soups, pita pizza, artichoke dip, tacos, burritos.
- ◆ We will depart back to DC/MD/VA after our lunch and perhaps, depending on the mood, add an additional drive through Amish country.
- ◆ You are encouraged to drive your Triumph, but this is not a requirement to join in on the fun.



We are preparing an Evite for this event, but want to give you additional notice. Each member attending will need to call the Hotel to reserve a room no later than August 21, 2013 to insure the room rate as outlined in this announcement.

Should this event be cancelled due to rain...we will re-schedule the event.

So, please give this Event some thought. This is a wonderful opportunity to get away, join in some fun and see the interesting sights and sounds of Lancaster, PA.

Additional Questions??? Please call me at 202-415-1599.

Hope you can make it!



Horse Country Gallop

July 20th and 21st

CTR's Horse Country Gallop Reprise was an event so big that it took two days to run. Well, not quite true, but the event did span two days. The weather forecast for July 20th was so bad that the drive was rescheduled to July 21st. However, Bill Olson ran it with Lionel Mitchell on Saturday the 20th. Turns out the weather was fine. On Sunday the 21st, Art Fournier, Stephen Prior, and Bill and Kathy Wemhoff ran it with Lionel.

Lionel (with suggestions from Stephen Prior) picked out some fantastic roads in Virginia's horse country for his high-spirited run. The route started in Haymarket then took back roads through the metropolises of The Plains, Middleburg, Frogtown, Rectortown, Delaplane, and Atoka before ending at the Northern Fauquier Community Park in Marshall where we enjoyed a BYO picnic lunch. (Thank you Kathy for the brownies and fruit salad!)

Northern Virginia has some truly great roads that allow our cars to be driven as they were intended. Here's hoping the Horse Country Gallop becomes an annual event!



*Above: Triumphs at the start in Haymarket on the 21st
Top right: Lionel Mitchell's TR6 and Bill Olson's TR3A
on the 20th*

*Center: Kathy and Bill Wemhoff, Stephen Prior, and Art
Fournier in downtown Delaplane, Virginia*

*Bottom: Lionel Mitchell, Bill and Kathy Wemhoff, and Stephen
Prior enjoying a picnic lunch in Marshall, Virginia*



MG - TR Test Drive

July 27th
 Stephen Prior

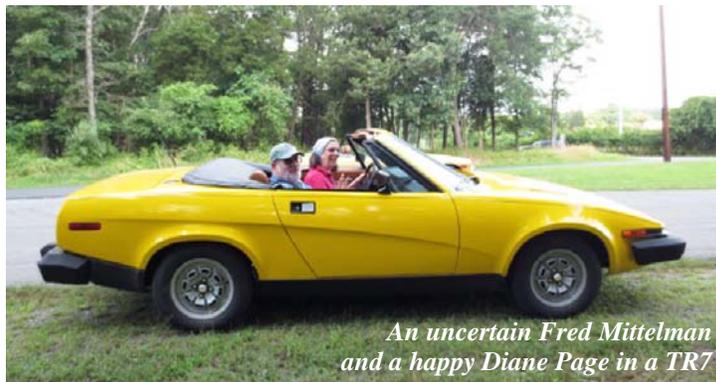
On July 27th we participated in a Test Drive hosted by our friends of the MG Car Club of Washington DC. Scott Tilton, Tim Shalvey, Rich Townsend, Fred Mittelman and Diane Page, and Stephen and Christopher Prior met up with Charlie Scott and his fellow MG club members at Bull Run Park. Vehicles included 4 rubber bumper MGBs, 2 chrome bumper MGBs, a MGC, a MG Midget, a 2004 Jaguar XJ8, a MGA 1600, a TR3A, 2 TR6s, a TR7, a Cobra, and a new Porsche Carrera S. Rich had to drive his Cobra because his Six wouldn't run in the morning. His loss is our gain.

After introductions all around, Charlie told everyone to grab a car and take off. And we all did, for the next two hours folks zipping up and down the road in all the different cars. It was rather impressive that owners were willing to let total strangers jump into their pride and joy and thrash them. In fact, Rich commented that this was the very first time someone other than he had driven the Cobra. All the cars performed well throughout the morning, the only casualty being the MGA, when an ignition wire came disconnected from the ignition switch, taking the car out of service for about 45 minutes.

You can tell when a test drive is a success; when someone comes up to you after driving your car and says "That was more comfortable than our car, I think I'm ready to get one of these." That is what Diane said to me after driving the wedge. Many thanks to our hosts in the MG Car Club who make this great event happen every year!



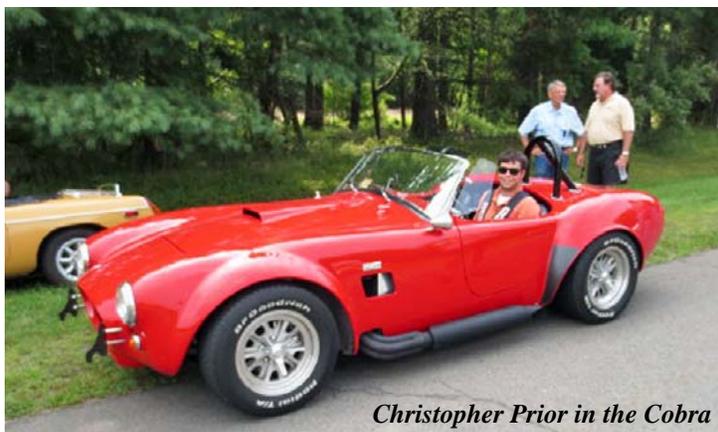
Tim Shalvey tries a TR3A



An uncertain Fred Mittelman and a happy Diane Page in a TR7



Stephen Prior checks out a MG Midget



Christopher Prior in the Cobra



Bottom right: Tim Shalvey, Fred Mittelman, and Rich Townsend look away while a MGA is put back in service



FACTORY FIVE COBRA BUILD EXPERIENCE

Rich Townsend



I lusted after a Factory Five Racing (FFR) Cobra after I heard that you could build your own Cobra using their kit, plus the drivetrain from a Fox Body Mustang. I ordered the kit in August 2007, and it took 4 1/2 years of working on it weekends to get it completed and licensed. Many have built them in much less time, as little as a week (called a build party of experienced builders).

Many order these kits and throw away the instructions because they know what's going on, whereas I read every word (at least 3 times) and followed the instructions completely. The instructions list all of the parts that need to be cannibalized from the donor Mustang. My donor was a 1988 Mustang GT that I bought from a kid in Fairfax for \$1800. The major donor parts that I used were: engine, transmission, rear end, driveshaft, pedal box, radiator, fuel tank, wire harness, fuel injection, and power steering

The basic kit from FFR was (and still is, I think) \$12,995. I ordered several options, including a powder coated frame, and my total was very close to \$15,000. There are many incidental items along the way, including trips to the hardware store, and more options you may want (tonneau, visors, wheels, tires, tubular front suspension, 5-lug axles and spindles, intake manifold, etc.). Also, I was able to part out the remainder of the Mustang to more than break even on the \$1800 I spent for

it. And I still have a bunch of Mustang parts to sell or get rid of!

The body work and paint can be expensive, and I kind of went middle of the road on that part. I began the body work, but left the hard part to a body guy in Winchester. He did the fitting of the doors, hood and trunk, and also did the sanding and filling, and paint. That ran me \$5000 (Stripes were an additional \$1000).

I think we all agree that dismantling a car is fun, and so it was with the Mustang. I had to bag and tag many items to be used in the Cobra build. And then there's a lot of cleaning and reconditioning, too, before fitting them to the new car. I rebuilt the engine, had the tranny and radiator checked out, and basically cleaned and painted the donor components as needed.

The FFR community has evolved somewhat, in my opinion. I think what I described above about combining the kit and an old Mustang has evolved into guys that want the best of everything, and they eschew the idea of using old Mustang parts. So they're buying \$10,000 crate engines, \$3,000 transmissions, rear ends, \$10-15,000 paint jobs, and the list goes on. Anyway, depending on how deep your pockets are, you can spend from \$20,000 to \$100,000 building one.

It's not all about the cost, either. Building mine was the greatest education I ever had, and the satisfaction of all the milestones along the way, plus the final completion was amazing.

I want to mention that FFR is a super company, and they make good on any and everything that might not be 100% in their kits. They are responsive and accountable to any problems. FFR also makes a Daytona Coupe replica, a GTM supercar, a 33 Ford replica, and a new kit car called an 818, which is based on the chassis and /or drivetrain from a Subaru Impreza (I believe). There is a forum consisting of most of the over 9000 builders. You may find it at www.ffcars.com. This is where you read about all the variations and how people individualize their cars. The grizzled veterans on the forum always tell the newbies that they will help them spend their money.

I'll be glad to show and tell more about the car if anybody is interested. I recently took the Cobra to the MG Club Test Drive event, and so many drove it on the closed course at Bull Run Park. You too are welcome to a test drive.



TRF Summer Party (including a Derecho)

Rich Townsend

Some say he can conjure up a blizzard in August, merely by walking into an REI store. Around here, we call him “the Wuss”!

Rich Wilkins took the challenge, and left Northern Virginia on a beautiful Thursday morning, destination The Roadster Factory Summer Party 2013 – The County Fair. He was driving in the company of the Wuss. Little did Rich W realize that he was the foil for anything bad that might befall the Wuss, be it car troubles, inclement weather, or shortage of food or money. For Rich the W is the fountain from which flows the most expedient answers to unexpected problems, especially mechanical ones.

The weather, and indeed the forecast, was clear skies through Sunday. No way anybody was going to get wet this weekend!

They arrived Armagh approx 2 PM on Thursday, and had their pick of campsites, so they picked the ridge where they’d be sure to get the most of any damaging winds, of which there was no chance of occurring. Rich W’s tent was about the size of the large can of coffee. The Wuss borrowed one from his niece that would make a nice garage, capable of sleeping 5, supposedly. In addition, the Wuss provided a canopy for shade and a place to socialize after a hard day of shopping for TR parts. The two set up tents, and then went about erecting the canopy. The canopy was 75% done when it became apparent that one corner post would have to be located in the middle of the Wuss’s tent.

Camp CTR



It was easier to move the tent than to relocate the canopy. Rich W would roll out his sleeping bag on a padded mat, ½” thick by maybe 72” long. The Wuss brought a queen size inflatable mattress which could double for a life raft (if things got real bad).

The Wuss brought along a charcoal grill, and, after registering at the TRF corporate headquarters, the two grilled NY strip steaks, and had deli potato salad that was quite delicious. The traditional bonfire, with the movie Woodstock rounded out the Friday evening.

TRF, as in the past, scheduled a full list of activities for all the Fair-goers. Missing this year, however, were the car racing events. The Wuss had a chance to ask Karen Borders, TRF Publications Manager, how they could possibly throw this huge party for hundreds, charging only 20 bucks (per family!!!)? She explained it was all about eliminating the car events. Between renting venues (i.e. dragstrip), and paying the insurance that’s what made for higher prices in past years. 2013 still had driving events, but involved touring public roads at safe speeds(?).

Friday’s driving event was a self guided road trip to the Flight 93 Memorial in Shanksville, south of Johnstown. Paul and Sharon Edelstein led a small pack of three cars. Paul drove the TR8, and the 2nd car was also a TR8, so the Wuss had fun in his TR6 just trying to keep up.



The Memorial is impressive and powerful! To contemplate the heroic actions taken by the crew and passengers will get you choked up in a hurry. Then, to imagine the scene of impact, and hear the docents describe it, stretches a layman’s understanding of physics. The site must be 100 acres at least – very nicely landscaped with a curving road leading from the highway up to the Memorial site. The Memorial itself is large and very serene. The Wuss is glad



he made the trip, and recommends it highly.

Friday evening's events were fabulous. Blairsville, an historic town approx 15 miles west of TRF held a good-sized car show where they shut down the streets, commencing at 5 PM, and parked the show cars along the curbs on both sides of the street – probably four blocks long. There were hot rods, classics, antiques, and many Little British Sports Cars, courtesy of the TRF guests. This event helps to keep downtown Blairsville vibrant, and supports the businesses located there, among which were probably a dozen restaurants.



*CTR TR6
in Blairsville*

Rich W and the Wuss joined Paul and Sharon the E for 1930 reservations at Pie Cucina. Delightful describes the atmosphere and the food. Another patron approached the table and demanded that the Wuss leave the restaurant for wearing a sweatshirt. The Wuss explained that the sweatshirt was a Christmas present, and the patron relented. He further explained that only Penn State sweatshirts were appropriate attire, and that Ohio State was not. He offered special dispensation this one time, since it was a Christmas present. It was dark when the group saddled up and drove back to the TRF campground for late night music and bonfire!

The CTR Event Sign-in sheet for the TRF Summer Party 2013 is a short one: Paul and Sharon Edelstein (TR8), Rich Wilkins (TR3), and Rich Townsend (TR6). The CTR attendees also all drove their Triumphs and wore club clothing, so chalk up 45 participation points for them!

The Wuss has an aversion to tent camping. He claims that he likes the concept of camping - with the fresh air, communing with nature, and all the stuff that is supposedly better than heat, air conditioning, indoor plumbing, and refrigerators, but camping in actuality to The Wuss in real

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time always turns out to be a cold, wet, sleepless, insect-infested disaster. TRF was no exception, except the insects were minimal.

The \$20.00 registration fee (for a whole family!) made it a no-brainer to register before the July 15 deadline. If the forecast turned ugly, one could either cancel altogether, and lose the \$20, or get a motel in the TRF area. The forecast leading up to the event was perfect. The Wuss knew this was THE opportunity to give tent camping another chance.

Well, by the time the intrepid two-some arrived in Ar-magh, the forecast had changed somewhat. Now a chance of thunderstorms was looming. However, there was no mention of a camp-wrecking Derecho!

Thursday and Friday nights were twins, with horizontal rain and winds that layed his tent over so that the ceiling was touching his sleeping bag(s) – two actually, to stay warm in the chill of the Pennsylvania highlands. The wind would make the canopy flap like when you fold sheets, whipping and snapping. The flapping raised the center of the canopy off the center post, and it collapsed, though still flapping violently. The Wuss was terrified. He lay awake



TRF Summer Party (Continued from Page 9)

listening to the gusts and rain that was blowing through the gap between the tent and the “rain” fly. Puddles were forming in the floor of the tent. He thought maybe he’d be better off in the TR6, but that meant a dash through the maelstrom. He dismissed that idea, but in a moment of desperation, rose off the mattress, opened the tent door and attempted to secure the campsite before it was lifted for the next flight to the Emerald City. The canopy had collapsed on top of the camp chairs and coolers. The idea was now to somehow get the chairs and cooler from under the canopy and put them on top of the downed canopy to keep it from flying away, and to stop the incessant flapping. Somehow he succeeded, and crawled back into the refuge of the tent.

Well that was Thursday night/Friday morning. Only two more nights to go! Rich W and the Wuss put the camp back together on Friday morning, including the canopy. The center grommet that held the center pole had been ripped out the canopy, which was really just a glorified tarp. Using some Rich W ingenuity, trick knots, and Moss Motors Miracle Tape the center pole was secured for the long haul. This fix lasted until the Wuss returned from the road trip to the Flight 93 Memorial several hours later. The wind had pulled up the corner stakes, and again the canopy was down. They decided to go back to Plan “B,” and put the chairs and coolers on top of the canopy. The canopy had now been turned into a carpet, or front porch, as it were.



Rich the T, aka the Wuss

Friday night was a repeat of the previous night, save the canopy flapping, and the only thing lost was sleep. The Wuss soldiered on, but his resolve was building – He told himself he would never delude himself ever again that camping was anything more than planned misery.

Even though the Wuss had sedated himself sufficiently both evenings during the hours before bed-time, he found it impossible to sleep for more than 10 minutes at a stretch before the gusting wind would lay the tent over on itself.

Saturday was a fine day, with plenty of sunshine. Though there was a Poker Rallye planned, Rich and the Wuss decided to stick to the farm, and enjoy what TRF had to offer. The Parts Counter was open for business, and it looked like there were many taking advantage of the great sales prices, order credits, and no-shipping costs by shopping on-site.

The county fair midway games were creative (fan belt toss, toilet paper roll thru the toilet seat ring, plus!) and attracted those with a competitive nature. At the same time, many prepared their LBCs for the car show, which was to precede the Dinner under the big top.



The photo isn't out of focus; it's raining really hard!

The last of the big weather came through as the show cars were being staged on the show field, and as dinner was also being prepared to be served. A clear line of Thunder-





storms formed to the northwest, and actually appeared to be headed to pass to the northeast of TRF. But even out of the sunshine, suddenly it cut loose, and sent Summer Partiers scrambling. It poured for maybe 20 minutes, the sun reappeared, and the detailers began to chamois all over again.

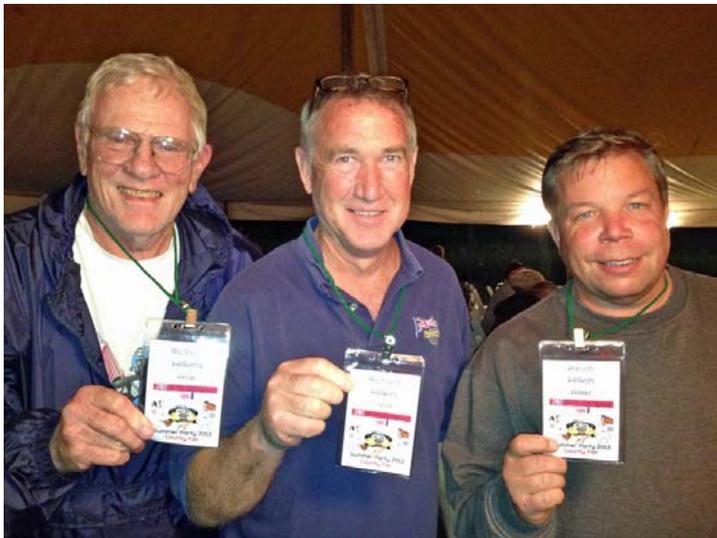
The BBQ chicken dinner was fabulous, and the camaraderie was great, too. It is quite an undertaking for the TRF crew to plan and execute such a great gathering, and the friendships and contacts that are renewed and created definitely strengthens the network of British Car enthusiasts. Thank you, TRF for a wonderful weekend experience!

On into the evening, there was live music, the awards ceremony, and the movie "State Fair" was shown. A good time was had by all.

Speaking of awards, Paul and Sharon Edelstein did quite well, winning the Trivia/Scavenger Hunt, and placing 2nd in the TR8 class. Congrats to Paul and Sharon – you make CTR proud!

Following the Awards Ceremony, there was the traditional bonfire.

The Wuss actually slept through the night on Saturday – the rough weather had cleared out. Sunday morning he followed the stalwart Rich W down off the mountain and back to Virginia in an uneventful yet Triumphant Sunday drive.



TRF Summer Party Coincidence:
CTR's Rich Wilkins (left) meets Rich Wilkin and Kevin Wilkin

Classifieds (Continued from Page 14)

1974 Triumph TR6 for sale. Sapphire Blue w/luggage rack. Good condition. \$8,500.00. Contact: Chris Henick chenick@earthlink.net 202-986-0430.



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TRF Summer Party 2013

Sharon Edelstein

It felt good to be back in the Armagh area. Not at all as though it had been three years since the last time we were there. The 2010 Summer Party was the most recent one we'd attended. Nothing seemed different: not the Dillweed Bed & Breakfast, nor its staff and not the TRF grounds or its staff. We were happy to see John Reed from Ann Arbor who has been staying at the Dillweed on and off for as long as we have (and who has a beautiful black TR3) was staying at the B&B again as well. One noticeable difference is that they have finally finished the construction on Route 22 between Armagh and Blairsville. That made Paul very happy.

CTR was not strongly represented this year. Where was everyone? It was Paul and myself, Rich Wilkins, and Rich Townsend who were, to my disappointment, both minus their spouses, and Carol and Jack Schmelyun (whom we didn't actually see until Saturday night's dinner).

Paul and I arrived on Thursday in time to get our Registration Packet, unload the TR8 off the trailer, and check into our room and change clothes quickly before our 7:30 dinner reservation at The Coventry Inn in Indiana.

The food this year was surprisingly good although service was at its usual slow pace. Not really the staff's fault - the place was packed.

Paul spent a little bit of time after dinner with Rich T at the bonfire at TRF where they were showing the movie Woodstock but I preferred to relax in the familiar comfort of the Dillweed.



Above: Paul Edelstein, Steve Sanders, and Rich Townsend at the Flight 93 Memorial

Friday's activities included a self-guided driving tour from Armagh to the Flight 93 Memorial near Shanksville, PA and a Car Cruise Night in Blairsville. The drive to the Memorial was approx 100 miles round trip (61 miles there / 35 back) and we traveled with Rich T and Steve Sanders from Williamsburg. It was a well-planned route. The roads were fun to drive and the Memorial was interesting to see.

In the afternoon, Paul and I worked on the Trivia / Scavenger Hunt that Dave Hagenbuch had put together. It was challenging and time consuming but fun.

Especially since Paul and I won it!

Blairsville blocked off its main street just as Indiana had done in the past, so we lined the sides of the street with our LBC's. There were other antique cars and a lot of hot rods as well. Scoops Ice Cream was the sponsor of this event and had provided a DJ who played great songs all evening.

Unfortunately for me (though probably fortunate for my bank account), Blairsville didn't have any stores to explore. Rich T, Rich W, Paul and I had dinner at Pie Cucina - a restaurant in Blairsville where Paul and I had eaten twice before. Dessert was, of course, ice cream at Scoops where we chatted with Mr.Scoops who was pleased with how the event had gone.

Saturday morning, Paul and I drove the Poker Run. The weather was rainy when we started out so we took the Range Rover but ended up wishing we'd gone in the TR8 when the sun came out. This year's route had us traveling to a few new places and further than previous Runs. Oh, one other noticeable change in the area is that Budner's Ice Cream is no longer there. That was disappointing. It's now a Coy's Pizza and Ice Cream which was not one of the stops so we didn't check it out this trip. We had a very tasty lunch at Philadelphia BBQ.

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The early afternoon was spent on the grounds of TRF. This year's Party theme was Country Fair. In addition to display tables of crafts and foods brought by some participants (including some of my counted cross-stitch pieces), there were a handful of "Games on the Midway" such as throwing toilet paper rolls through two toilet seats painted with a British flag design (Rich T really got good at that one); throwing darts at balloons to pop them; throwing ping pong balls through the holes in hanging dashboard fronts, and trying to ring multi-colored crankshafts with fan belts. Prizes were tickets worth 25 cents each toward parts from TRF. Paul and Rich and I each got a handful.

This year's Car Show was held Saturday evening on the grounds of TRF. Mother Nature played a cruel trick on all the guys who spent hours washing their cars - just as it was time to bring the cars to the field, the skies opened up! It rained just long enough to wet everything - but then the rest of the evening was sunny and dry. As we were looking for a place to sit under the Dining Tent, Charles invited us to join him and his family. They were enjoyable dinner companions and the food was delicious. We actually had a lot of very good food over the course of the weekend. Beginning at dinner time there was a small band playing and then the bonfire was lit and the Awards Presentations made and then, sadly (and too quickly), another fun Summer Party came to an end.



We are planning to go again next year. Rebecca might even join us.

Let's see if we can't get better CTR representation - especially among the ladies!



*Left: Paul and Sharon Edelstein dine with the Runyons
Above: Paul receives his TR8 award from Charles Runyon*



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

Auto Restoration Equipment for Sale:

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Joe Cannon, 703-280-4104, jpc8904@yahoo.com

1973 Triumph Stag for Sale: 4-Speed without OD. Red with Chesnut Interior. Suffered benign neglect post divorce. Hasn't been garaged in about 4 years and hasn't been run in 2 years. Owned since 2003. Numbers match. Original car from Texas with one respray prior to my purchase. Has hardtop and soft-top. Will need an experienced owner to bring her back online. \$5,000. Call Tom at 240-276-5499. Vehicle located in Olney area of Montgomery County, MD.

Found, a classic windbreaker jacket, in Joe Cannon's garage, could have been left from the BOG stuffing party in 2012: maker "Pacific Trail," medium size, off-white color, in like new condition. Call 703-280-4104

(Continued on Page 11)

EVENTS

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

Aug 24 - GYHD - Lionel Mitchell's Restoration TR6 body to frame reassembly *CTR*

Aug 25 - Cruisin' for Crustaceans *CTR*

Aug 30-Sep 1 - Baltimore Grand Prix

Aug 31-Sep 1 - VA Scottish Games Car Show

Sep 10 - CTR Executive Steering Board Meeting

Sep 15 - Classics on the Green Car Show, New Kent Winery, VA, www.classicsonthegreen.com/pages/showinfo.htm

Sep 21 - Webb Motors Open House, Roanoke, VA, *CTR*

Sep 21 - Edgar Rohr Memorial Antique Car Meet, Manassas, VA, www.bullrunaaca.org/

Sep 21-22 - CTR Overnighter to Lancaster, PA *CTR*

Sep 28 - MGs on the Rocks, near BelAir, MD, www.mgsofbaltimore.com/

Oct 2-6 - Triumphest and VTR National Convention, San Francisco, CA *CTR*

Oct 5 - SVCC British Car Festival Waynesboro, VA, <http://www.svbcc.net/2013/Car%20Show/carshow2013.html>

Oct 13 - Hunt Country Classic and post-show CTR Get Together, www.mgcarclubdc.com/hcc/hcc_main.html *CTR*

Nov 2 - T4 *CTR*

Nov 9 - Fall Foliage Tour *CTR*

Nov 12 - CTR Executive Steering Board Meeting

Dec 7 - Middleburg, VA, Christmas Parade *CTR*

Dec 8 - Holiday Part (VA Location) *CTR*

Jan TBD - Awards Brunch (MD Location) *CTR*

Feb TBD - Winter Dinner (VA Location) *CTR*

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TRIUMPH TRIVIA: Who was Harry Webster?

Harry Webster (1917-2007) was chief engineer then technical director for Standard-Triumph and responsible for the TR series, Herald, Spitfire, GT6, and 2000 sedans among many achievements.



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Signs of the Times



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THE STANDARD



THE STANDARD

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The amazing levitating TR6 body shell!

Actually, the floating TR6 is Lionel Mitchell's maple TR6 currently under restoration. The car is shown at Chris' Classic Restorations in Frederick, Maryland, where the body is being painted and where it will be united with its frame. An effort to reunite the body and frame on August 24th was the subject of a CTR GYHD project.

For more, see page 8.

PAGES 1 and 8 - TR6 Body Mounting GYHD; PAGE 2 - From the President - Shape of Things to Come; CTR Happenings; PAGE 3 - CTR Musical Chairs; PAGE 4 - Cruisin' for Crustaceans; PAGE 7 - Pebble Beach; PAGE 10 - Events; Classified; PAGE 11 - Club Info

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The Shape of Things to Come

(Miscellaneous Ramblings from the President)

By Lionel Mitchell

Famous last words – “By the time you read this, I expect my Maple 6 body will be painted.” As you will read on following pages, there was a bit of a glitch in getting the right shade of Maple from the paint supplier. I’ll live with the delay because I want the color to be as-original. I’m satisfied now that it is. Thanks to Joe MacInnes, the proprietor of Chris’ Classic Restoration shop for his persistence in getting the color right. As you can see in the photos, the body tub has been re-painted and mounted to the rolling chassis. The doors and rear fenders were trial-fitted to check the gaps at the rear, and the body tub and hardtop underside have been sprayed with thermo-acoustic insulation. The remainder panels were to be sprayed this week, but I since don’t have confirmation on that as I write this, I won’t make any claims. In the meantime, I have been cleaning up hardware bits for other aspects of the restoration and have done a major clean-up in my garage. That should make working on the car much easier once I get it home.

In addition to a great turn-out at the GYHD at my painters shop, we had a record turnout at the 20th annual Cruising for Crustaceans event. Thanks to Art for organizing and leading the drive and to RJ and Sheila for hosting a get-together after lunch at the crab restaurant. Look for more on these events in the following pages.

Coming up, we’ve got more dynamite events planned that you won’t want to miss: a winery driving tour with a bar-b-q afterwards; CTR picnic in Haymarket after the Hunt Country Classic show; fall foliage driving tour in the Shenandoah Valley, and T4 progressive tech session.

I hope that you will seriously consider getting more involved in the club by participating in events and by taking on some of the responsibilities of keeping the club going. It doesn’t happen by magic. As the Brits said in WWII: Britain expects everyone to do his duty. We’ve got a great club. Let’s keep it going.



CTR Happenings

Please Welcome CTR’s Newest Members:

- ◆ Art Quintana, Landsdowne, VA, TR4
- ◆ Roger Carp, Bethesda, MD, TR3B

- ◆ Douglass Carberry, Woodbridge, VA
- ◆ Rick Garcia, Alexandria, VA

Fall Events

Unfortunately, due to lack of response, the September 21st and 22nd overnight trip to Lancaster, Pennsylvania has been cancelled.

On Sunday, October 13th, the Washington, DC, Centre of the MG Car Club will hold its 18th annual Hunt Country Classic British Vehicle Show at the Willoughby Farm located between Marshall and Middleburg, Virginia. To cap things off, CTR will hold its now annual post-show picnic at Lionel and Nancy Mitchell’s home in Haymarket. It’s a combination that can’t be beat! Please do the MG Club a favor and pre-register — it makes planning the event and laying out the field so much easier! Details are on their website: <http://www.mgcarclubdc.com/>

On Saturday, October 19th, Rich Townsend and Mark Shlien are organizing a Halloween Wine Tasting Tour and Barbeque that will end at the Townsends’ home in Catlett. Sounds like a great opportunity for driving and socializing!

The dates for our Fall Foliage Tour and T4 have been swapped. The 3rd annual Fall Foliage Tour out to the Washington National Forest and Shenandoah Valley will now be on Saturday, November 2nd, while CTR’s T4 will be on November 9th. The reason for the swap was the prospect of better (warmer?) weather for the Fall Foliage Tour. The roads for the Fall Foliage Tour are fantastic! You won’t want to miss this opportunity for a Fall drive. The T4 - the four Ts stand for Triumph, Tech, Taste, and Tour - is a progressive tech session held in multiple garages with a different food course - coffee and pastries, lunch, and dessert - at each.

For the third year, CTR will participate in the Middleburg, VA, Christmas Parade on Saturday, December 7th.

And on that same weekend, CTR’s Holiday Party is planned for Sunday, December 8th at Rich and Patti Townsend’s home in Catlett, VA.

If there is adequate interest, Mark Shlien will organize CTR’s participation in the Christmas in St. Michaels parade on December 14th.

Details on all these events will be in upcoming newsletters and in e-vites.



Save a Tree

Want to save paper? Want to see the pictures in *The Standard* in color? Want to receive your newsletter about a week earlier than your computer illiterate friends? Want to frustrate the professional paper manglers at the Post Office? Want to save CTR money? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail. And please don't forget to give us your new e-mail and mailing addresses and phone numbers when they change. It's hard to let you know about CTR events when we don't know how to contact you!

CTR Musical Chairs

Lionel Mitchell

I mentioned in my President's column last month about positions opening up within the Executive Steering Board (ESB) as well as BOG staff. Here are some specifics.



I will be stepping down as President when my term ends in January. Matt will be stepping down as Membership Director but Mark, who is now an Events Director will take Matt's place. Sandy who was also an Events Director has also stepped down. Fred has stepped down as BOG Coordinator, and Jeff will step down after BOG 2014. We've also realized that two of the current and long suffering board members need help in fulfilling their roles, namely Art as Newsletter Editor and JP as Web Site Administrator.

Did you follow all of that? See what I mean about musical chairs? Anyway, here is your chance to get involved and bring new blood and ideas into the club. It's not like us old timers will be going away. Some of us just need a break, but we'll be in the background still helping out. We'll still be actively involved.

Here are the positions that will be open at the beginning of the new year:

- President
- 2 Event Directors
- Associate Newsletter Editor
- Associate Web Site Administrator
- 2 BOG Coordinators

There will also be other opportunities to help with BOG. So if one of these positions does not interest you, we

could still use your help in pulling off the best British car show in the region.

Now is the time for all good CTR members to come to the aid of our club. Don't assume that someone else will step up. We need your help. Contact any of the ESB members for more information.



CTR Name Badges. We will place our next order for CTR name badges on September 30th. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at artfournier@comcast.net or 410-535-0690 to order. Specify exactly how you want your name to appear.



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Cruisin' for Crustaceans

August 25th
Art Fournier



On August 25th, CTR celebrated the 20th anniversary of what's become its longest running annual event, Cruisin' for Crustaceans. The Crab Run or CFC has been going strong since June 1994 when the first CFC was organized by Carole and Ray Aranda. The destination was Buddy's in downtown Annapolis. Thirty people in 18 cars took part.

Carole and Ray organized the second and third crab runs before splitting up and leaving the club. Their departure left a big gap not only for CFC, but for the many other events they organized. To continue the popular CFC event, I volunteered to run the 1997 tour. I thought it would be a one-time duty, but have wound up doing it ever since. Over the years our format has varied somewhat. For a number of years, we went to someone's home near the water and brought crabs in. Usually, it was Marge Scuderi's home in North Beach, but one year it was RJ Fortwengler and Sheila Skipper's weekend place in Calvert Beach. For the most part though, our format has been to meet, tour some pleasant back roads, then end up at a crab house on the water somewhere in Southern Maryland.

Fast forward to 2013. This year we had a record turnout: 45 people in 27 cars! Twenty of the cars were Triumphs (9 TR6s, 4 Spitfires, and one each TR3A, TR250, TR7, TR8, GT6, Herald, and Stag). And the non-Triumphs included some interesting cars as well: a MGBGT, Jaguar XJS, Fiat 500, 1966 Mustang, and 1963 Dodge Dart. We met in Upper Marlboro and our line of cars kept getting longer and longer. We made a very impressive caravan as we pulled out onto the highway!

Our route took us through Prince George's and Charles Counties before crossing the Patuxent River into Calvert County. Our destination was Stoney's Solomons Pier in Solomons Island. RJ and Sheila joined up in route as their tradition, while Matt Schipani and Sherman Taffel and Camellia Blackwell joined us in Solomons Island. Amazingly, our caravan stayed together through the whole route with no one going astray or having any significant car issues. Unfortunately, crabs are in very short supply this year and the restaurant didn't have any for picking, which was a disappointment for several who enjoy this

signature area delicacy. After lunch, most of the group pressed on to RJ and Sheila's weekend home in Calvert Beach to socialize and enjoy the remainder of the afternoon.

Taking part were: Rich Bohan, John, Sara and Mac Buescher, Joe and Rita Cannon, Patrick Carter, Jay Christopher, Tim Cornish, Maureen and Jay Donn, Beverly and David Dougherty, Dennis Eckhout, Paul and Sharon Edelstein, RJ Fortwengler and Sheila Skipper, Art Fournier, Rob and Robert Fox, Bill and Carol Goodwin, Karl and Penny Johnson, Michael Lake, Pam Michell, Glenn Minucci, Lionel Mitchell, Matt Schipani, Ira and Mary Schoen, Mark Shlien, Scott Smith, Jaime Steve, Sherman Taffel and Camellia Blackwell, Sandy and JoAnne Thomson, Rich and Patti Townsend, Bill and Kathy Wemhoff, and Christopher and Sarah Yurasko.

The weather was perfect for the drive with clear skies and unseasonably pleasant temperatures. Thanks to all who participated and especially to RJ and Sheila for their hospitality and the anniversary cake they provided to celebrate the occasion!





Previous page: Art Fournier cuts the Cruisin' for Crustaceans 20th anniversary cake at RJ and Sheila's weekend getaway in Calvert Beach

This page top: Scenes from Stoney's Solomons Pier (sorry, but 45 people are too many to try to name)

Bottom, from the left: Camellia Blackwell and Carol Goodwin; John Buescher and Rich Townsend; Patti Townsend and Sara Buescher



Above top to bottom: Patrick Carter, Pam Michell, Ira Schoen, Mark Shlien, Rob Fox, Sherman Taffel, and Karl Johnson; Maureen Donn, Joe Cannon, and Jay Donn; Carol Goodwin and Jaime Steve; Bill Wemhoff and JoAnne and Sandy Thomson

Above top to bottom: Christopher and Sarah Yurasko in their TR250; Dennis Eckhout, Bill Goodwin, and Rich Townsend; Pam Michell and Rita Cannon; Jay Christopher, Patrick Carter, and Rob Fox

Above top to bottom: Kathy Wemhoff, Sharon Edelstein, Rita Cannon, Beverly Dougherty, Mary Schoen, Penny Johnson, and Bill Goodwin; Lionel Mitchell's TR7; Kathy Wemhoff, Rita Cannon, JoAnne Thomson, and Penny Johnson; Rich Townsend, Sherman Taffel, and Karl Johnson



Pebble Beach



RJ Fortwengler and Sheila Skipper attended a week of activities centered around the Pebble Beach Concours d'Elegance in California in August. While there, they were able to get together with Jeff and Marcy Knepp at several events (and dinners) during the week. RJ and Jeff were, no doubt, offering suggestions on how the Pebble Beach show could be improved using lessons learned from Britain on the Green!



Top left: RJ Fortwengler at Pebble Beach

Bottom left: Jeff Knepp and RJ Fortwengler at the Concours d'Elegance

Above: RJ checks out a TR250 during the pre-auction inspection at the Gooding & Company auction held during the week of activities at Pebble Beach

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TR6 Body Mounting GYHD Session August 24th Lionel Mitchell

On August 24, 16 members showed up at Chris' Classic Restorations shop to help mount the body tub to the rolling chassis on my Maple TR6. We did not achieve our objective of mounting the body tub to the frame but did get a lesson in wet sanding and buffing. The reason for the change of activity was that the paint was the wrong shade of brown. Since then, the correct paint color was obtained and the body tub was repainted on the following Tuesday. Later in the week, I went to the shop and observed the painted body tub being mounted to the frame. It was a snap; fit like a glove. Four guys lifted up the tub and gently lowered it on the chassis – and Bob's your uncle. Proprietor Joe MacInnes also trial-fitted the rear fenders and doors to check door gaps at the rear. He talked about how to make adjustments with the body fitting with shims. It's apparently simple to lift up the body and slide in shims. The gaps looked good. The rear fenders are replacements from the British Motoring Heritage Trust and fit like the originals.

While disappointing, it was not the end of the world. Only the body tub had been painted before the mismatch was discovered. The fault was with the paint supplier. Joe had taken the door with the original paint on the back to the supplier. Now, Joe has the right shade of Maple paint from another paint supplier. The body tub has been repainted, and the rest of the car is being painted.

In addition to painting the car, Joe has also sprayed a product called Lizardskin in the body tub, door cavities, and the underside of the steel hardtop. This product is an acoustic and thermal insulation that is sprayed on. It's comparable in insulating properties to Dynamat-type products. Cost is comparable, but it is much lighter.

Many thanks to all who showed up to help. Thanks especially to Rich the T who provided the trailer to schlep my rolling chassis to the shop. The session was educational in spite of not achieving the intended purpose on the day of the event. But all's well that ends well. The car is the correct color and the tub is mounted to the body.



*Left: Jockeying the chassis off Rich the T's trailer
Above: Buffing demo by Joe MacInnes
Below: Checking the gaps while trial filling the unpainted doors and rear fenders*





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*Top left: Wet sanding demonstration and discussion
Center left: Lizardskin coating in the body tub
Below left: Lifting the body tub
Below right: Lowering the body tub onto the TR6 chassis*





CLASSIFIED

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

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

1973 Triumph Stag for Sale: 4-Speed without OD. Red with Chesnut Interior. Suffered benign neglect post divorce. Hasn't been garaged in about 4 years and hasn't been run in 2 years. Owned since 2003. Numbers match. Original car from Texas with one respray prior to my purchase. Has hardtop and soft-top. Will need an experienced owner to bring her back online. \$5,000. Call Tom at 240-276-5499. Vehicle located in Olney area of Montgomery County, MD.

Found, a classic windbreaker jacket, in Joe Cannon's garage, could have been left from the BOG stuffing party in 2012: maker "Pacific Trail," medium size, off-white color, in like new condition. Call 703-280-4104

For sale: 1977 MGB in good condition. Also 1973 Triumph 6 cylinder engine, transmission, windscreen, tubs of other parts. Price negotiable. Located in Columbia, MD. Call John Booker 410-591-1166

1974 Triumph TR6 for sale. Sapphire Blue w/luggage rack. Good condition. \$8,500.00. Contact: Chris Henick chenick@earthlink.net 202-986-0430.



EVENTS

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

Sep 21 - Webb Motors Open House, Roanoke, VA, *CTR*
 Sep 21 - Edgar Rohr Memorial Antique Car Meet,

Manassas, VA, www.bullrunaaca.org/

Sep 28 - MGs on the Rocks, near BelAir, MD, www.mgsofbaltimore.com/

Oct 2-6 - Triumphest and VTR National Convention, San Francisco, CA *CTR*

Oct 5 - SVCC British Car Festival Waynesboro, VA, <http://www.svbcc.net/2013/Car%20Show/carshow2013.html>

Oct 13 - Hunt Country Classic and post-show CTR Get Together, www.mgcarclubdc.com/hcc/hcc_main.html *CTR*

Oct 19 - CTR Halloween Wine Tasting Tour and Barbeque *CTR*

Oct 19 - Rockville Antique and Classic Car Show

Nov 2 (New Date!) - Fall Foliage Tour *CTR*

Nov 9 (New Date!) - T4 *CTR*

Nov 12 - CTR Executive Steering Board Meeting

Dec 7 - Middleburg, VA, Christmas Parade *CTR*

Dec 14 - Christmas in St. Michaels

Dec 8 - Holiday Part at Rich and Patti Townsends *CTR*

Jan TBD - Awards Brunch (MD Location) *CTR*

Feb TBD - Winter Dinner (VA Location) *CTR*

Apr 27 - Britain on the Green 2014 *CTR*

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THE STANDARD

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

**Deadline
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TRIUMPH TRIVIA: What was the Standard Tilly?

The Tilly, or "Car 4x2 Light Utility," was the Standard version of a World War II class of British military vehicles used for transport, communication, and related duties. Something of a British jeep, although not as robust as its American counterpart.



Photo Credits

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Page 4 - Sharon Edelstein

Pages 5 and 6 - Joe Cannon and Art Fournier

Page 7 - Sheila Skipper

Pages 8 and 9 - Lionel Mitchell

Signs of the Times



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THE STANDARD



THE STANDARD

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*CTR members receive awards at the 2013 Hunt Country Classic.
Left to right, Art Fournier, Bill Goodwin, Kelly Alford, Gregg Bachner, Steve Mumma, and Paul Edelstein.
And four of the awards were even in Triumph classes!
For more on the Hunt Country Classic and the CTR post-show Picnic, see page 4.*

PAGES 1 and 4 - The Hunt Country Classic and CTR Post-Show Picnic; PAGE 2 - From the President - Shape of Things to Come; CTR Happenings; PAGE 3 - Fall Foliage Tour; T4; PAGE 6 - The R Column; PAGE 8 - Garage Spot: Connect the Dots; PAGE 10 - Events; Classified; PAGE 11 - Club Info

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The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

Since we last spoke, my Maple 6 body has been painted and is now safely ensconced in my garage. The paint still needs a final buffing and panel fitting needs tweaking in a couple of places, but overall the car looks really great. After more assembly, I will take the car back to the shop for final buffing and panel tweaking. It's a major step forward in my restoration.

Once again, the Hunt Country Classic show was a very damp affair. A number of us turned out to support the MG club and even took charge of the Triumph parking, all 9 or 10 cars. It rained just about the entire time of the show. I heard they had a total of 77 cars. After the show, we held the club picnic at my house in Haymarket. We had a pretty good turnout of 35 soggy souls. A good time was had by all with plenty of good food and drinks. I want to say a special thanks to all the ladies who helped so much in the kitchen to make this event go so well. And at the end, we had a viewing of the body – the Maple 6. Before folks left for the day, we gathered in my garage to give the paint job the once-over.

We have a couple of interesting events coming up in November – the Fall Foliage drive into the Shenandoah Valley followed by the long running T4 event. Look for more details in this issue on these exciting events.

Recently, we've been tallying the event points that members have earned into a spreadsheet. Nothing unusual about that. We do that at the end of every year to determine the award winners for the Awards Brunch in January. I wanted to get a handle on this tallying so that we would not have to scramble at the end of the year. I won't give away any details on who is ahead in the points. However, I am pleased to report that, like last year, we have a very high participation level of our club membership – in the 70% range. We're a very active club. By the end of this year, we will have had 27 events – that's over 2 events per month on average. Not too many clubs of our size are nearly as active. A member of the local Austin Healey club paid CTR a great compliment at the Hunt Country show recently. He said he wished that their club was as active as CTR. The AH club has about the same number of members, but they rarely go on drives. In fact, this AH club member and his wife joined us last year on our Fall Foliage drive. He asked if they could join us again this year and would like to have some joint events with CTR. That speaks well for our club. You can justly take pride in our club because you have made it what it is – but don't take it for granted. Step up to

your responsibility to taking on leadership roles and participate in our events.

Finally, I would like to draw your attention to an article in the recent issue of *The Vintage Triumph*, the official magazine of the Vintage Triumph Register. This Triumph story features one of our members, Michael Lake. I won't repeat the story here; read it for yourself. It's about a Triumph Spitfire that Michael owned for awhile. As an USAF officer, Michael has been stationed around the globe. He bought this Spitfire when he and his family were stationed in Oklahoma. When we was transferred to Italy, he took this car there and drove it all over Europe. It's a great story similar to Earl Hill's. I'd like to hear his stories of family exploits in this car. You might have seen Michael driving in his TR3A at some of our events. It's a great runner, quite zippy, and looks great as well. There's a story behind this car, too. You should read this VTR article. And you should consider joining VTR.



CTR Happenings

Fall Events

On Saturday, October 19th, Rich Townsend and Mark Shlien have organized a Wine Tasting Tour and Barbeque that will end at the Townsends' home in Catlett.

The dates for our Fall Foliage Tour and T4 have changed again. The 3rd annual Fall Foliage Tour out to the Washington National Forest and Shenandoah Valley is back to its original date, Sunday, November 3rd, while CTR's T4 will be on November 16th.

The roads for the Fall Foliage Tour are fantastic! You won't want to miss this opportunity for a Fall drive.

The T4 - the four Ts stand for Triumph, Tech, Taste, and Tour - is a progressive tech session held in multiple garages with a different food course - coffee and pastries, lunch, and dessert - at each. Always a great way to spend a Fall Saturday!

For the third year, CTR will participate in the Middleburg, VA, Christmas Parade on Saturday, December 7th.

And on that same weekend, CTR's Holiday Party is



planned for Sunday, December 8th at Rich and Patti Townsend's home in Catlett, VA.

If there is adequate interest, Mark Shlien will organize CTR's participation in the Christmas in St. Michaels parade on December 14th. Let him know if you'd like to participate.

Details on all these events will be in the newsletter and in e-vites.

Fall Foliage Tour

Sunday, November 3rd

Patrick Carter

Well, summer is officially over and no one is more disappointed than me; I truly cherish my summer weekends. As I write this, the weather has certainly taken a turn with cooler temps and shorter daylight. The one silver lining I see in the onset of fall is premium top-down motoring weather for our little British motors.

Contrary to what you read in last month's newsletter, the date for the Fall Foliage Tour will be Sunday, November 3rd. (Sorry about any confusion.) Though there have been Fall Foliage Tours in the past, this annual event has been very well attended since it's resurgence in 2011. This year, the sequencing of the drive will be slightly different than in previous years - it will be reversed. The plan is to meet at NoVa Community College's Manassas campus (just like in previous years), but instead of heading out Route 55 to Front Royal, we will head out Route 29 towards Warrenton, then head across Route 211, over/across Skyline Drive and into Luray.

Once in Luray we will head up Fort Valley Road towards Front Royal (this is the most scenic part of the drive). Lunch this year will be at Joe's Steak House (plenty of parking) and a large menu. We will have a private room, buffet offering choice of prime rib carving station, omelet station, breakfast and pasta choices for \$12.99/each or the ability to order off the regular menu.

www.joessteak.com

After our bellies are full of delicious food and our spirits of full of the famous CTR camaraderie, we can leave as a full group, smaller groups or individually east on Route 55 towards Gainesville where we started. The entire tour is about 4-5 hours and covers about 120 miles. We hope to

see you there - keep your eyes peeled for the Evite for full details. Your RSVP is greatly appreciated so we can provide fair warning to the restaurant prior to the event.

If you have any questions, feel free to shoot me an email at pcarter.dc@gmail.com

T4

CTR's 16th Annual T4 November 16th RJ Fortwengler

As the days get shorter, the leaves change colors, and that fall chill fills the air we begin to think about garage events rather than driving events. As we make that transition we have an event that combines both....a driving event and a garage event: the Triumph Tasty Tech Tour (the "T4"). A perennial favorite, the T4 combines driving, dining, and tech sessions in progressive fashion as we caravan from stop to stop through Northern Virginia. So plan to come out on Saturday, November 16thas sure as the seasons change we know it will be one of the best attended and most enjoyed events of the year.

This year's T4 will have two stops. We will kick off at 9:30 a.m. in Dennis Eckhout's garage in Springfield (off Braddock Road just outside the Beltway) with coffee and pastry (sorry to say, LuAnne's pumpkin roll will not be available). Dennis will then present an interesting and useful tech tip on a detailing topic.

Around 11:30 we will cruise over to RJ Fortwengler's garage in Arlington where we will have lunch, libations, and another tech session. And count on lots of informal car chat, tech talk, and fun. We usually end around 2 o'clock.

Have a tech topic you would like to share? Contact Dennis or RJ and we would be happy to have you present as well. Please contact either one of us no later than one week before the event.

Here are the addresses of this year's T4 stops:

Dennis Eckhout's
5515 Yorkshire St.
Springfield, VA 22151
405-808-1791

RJ Fortwengler's
1601 N. Danville St.
Arlington, VA 22201
202-236-7682

Please RSVP by to the EVITE by Thursday November 14th so your hosts can plan for food and drinks. We hope to see you there!



Hunt Country Classic and CTR Picnic

October 13th

Not only did it rain on October 13th, the day of the MG Club's Hunt Country Classic, it had rained for several days preceding the show. Unfortunately, that meant a light turnout and a muddy show field. Not to be deterred, several hardy souls showed up and many of them went home with prizes for their efforts. There were a total of ten Triumphs on the field, two of last year's winners were in the Prince of

Wales class (Tim Shalvey's TR6 and Stephen Prior's TR7) while eight other cars made up the TR6, TR4/TR250, Spitfire/GT6, and Triumph Other classes. And, other than the host club's MGs, Triumphs were the best represented marque.

The turnout at CTR's post-show picnic and Lionel and Nancy Mitchell's in Haymarket was much better – 35 CTR members, family, and friends came by for what has become a long-established tradition. The living room, dining room, and broad porches of the Mitchells' home were filled with warmth and cheer as stories and car talk were exchanged and food and drink enjoyed.

A sincere CTR thank you to Lionel and Nancy for once again opening up their home (and our sincere sympathy to the MG Club for the disappointing weather)!



*Top row left: Bill Goodwin with his award winning Herald
Center: Sharon and Paul Edelstein recreate a scene from
"Singin' in the Rain"
Right: Patrick Carter and Jay Christopher*

*Bottom row left: A panoramic view of the entire
Spitfire/GT6 class
Right: Gregg Bachner, Lionel Mitchell, Stephen Prior,
and Paul Malandrino*



Left from top to bottom: Rebecca Edelstein, Pam Michell, Penny Johnson, Dawn Clark, and Mary Schoen; Don Clark; Admiring the progress on Lionel's maple TR6; Jay Christopher, Patrick Carter, and Ira Schoen

Center from top to bottom: Ho Yong Oertwig, Penny Johnson, and Don Clark; Rob Fox, Steve Mumma, and Gregg Bachner; Rich Townsend, Nancy Mitchell, and Sheila Skipper; Mark Shlien, Jay Christopher, and Patrick Carter

Right from top to bottom: Bill Wemhoff and Sheila Skipper; LBCs (both Large and Little) on the lawn in front of the Mitchells' home; Rich Wilkins



The R Column

Bill Goodwin

As most of you know I travel to England at least once a year to take part in one of two driving events put on by Club Triumph in England. The Round Britain Reliability Run (RBRR) is held on even years and the 10 Country Run (10CR) held on odd years. This year was my third time running the 10 Country Run. Carol and I left for England on September 1st for three weeks. We arrived in Bishops Stortford just north of London the next day.

We picked up my car that I keep in England. My car is a 1972 Triumph Dolomite HL, with a 2L TR7 engine and overdrive. We named the car DollyRoo. Dolomites are called Dollys and the first three letters on the number plate is ROO. We have owned this car since 2007. She has done two RBRRs and now her third 10CR. I have put over 12,000 miles on her over the years. I have done four RBRRs with the other two in different cars. The first in an Acclaim and one in a Vitesse.

While Carol stayed in Bishops Stortford, I left for the run on Wednesday to meet up with my co-drivers Ashley Mills and first-timer Gary Lacy in Luton. From there we drove to Dover and took the Chunnel Train to France. Next morning we met up with the rest on the run. Some 86 Triumphs took part. Our good friend (and CTR member) Glenn Minucci and eleven other Americans were there for their first try. The twelve Americans bought four Triumphs sight unseen! A Dolomite Sprint, 2000 Saloon, 2000 Estate and a 1300! Starting in Calais at 10 AM for the only hard driving leg to the first overnight stop on Friday night in Cherasco Italy. Only 31 hours. We did have a short three



hour stop in a parking lot for a much needed rest. Then on to Nice, stopping at Reims Race Circuit, Dijon Prenois, La Bastille and the Abandoned Village and Monaco. Shortly after arriving at the first overnight hotel, (866 miles from start), Bad Luck, in short order they ran out of BEER!



Saturday morning we were off heading north to Lesa for lunch and then to St. Bernardino Pass in Switzerland. Over the pass on to Liechtenstein, Austria and back into Switzerland then Germany for our second overnight stop





(1,223 miles from start). Plenty of BEER this time and most of us found a great little pub a short walk form the hotel. Good food, Good BEER, Good Time.



Sunday morning on to Luxembourg passing through another part of France, in and out of Belgium back into Germany then to our final night, Rolduc Netherlands. Total miles so far, 1,567! Rolduc is the official last stop and almost of the cars made it. Only two suffered major break-downs and did not finish. I am happy to report the other Americans made the run with only minor problems. The rest of the club members did everything they could to keep my fellow countrymen going. They suffered a bad coil, dizzy and loss of trans fluid. I had no issues with my car.



Monday morning, we said good bye to our many friends and were off to Calais through Belgium and the Channel Ferry back to Merry Ole England. Total miles form Calais back to Calais 1,758. After arriving back in Bishops Stortford and a good night's sleep it was time for part two of our trip in the next report.

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Connect the Dots

Art Fournier

You've just bought a new set of tires and note that they have colored dots on the sidewall, but do you know what the dots mean? These dots can be confusing since some manufacturers use them while others don't, and some dots are different colors than others. Here's some information from "TireBusiness.com" that helps explain it.

It's difficult to manufacture a perfectly balanced tire, so some tire manufacturers apply a yellow dot to the sidewall to indicate where the tire is lightest. This is meant to serve as a guide to help balance the tire to the wheel during assembly. The yellow dot should be aligned with the valve stem on both steel and aluminum wheels since this is the wheel's heavy balance point. This will help minimize the amount of weight to be added to balance a tire and wheel assembly. Generally, whenever there is a yellow dot, match it up with the valve stem.

This is always true except in cases where a red dot also appears in the lower sidewall. The red dot indicates the high point for both radial runout and radial force variation. Not only is it difficult to manufacture a perfectly balanced tire, it also is difficult to make a perfectly round tire.

Tires tend to have high spots and low spots. The difference between the high and the low is called radial runout. Radial runout changes the radius of the rotating assembly, causing it to raise and lower the vehicle as it rolls along. That gives the perception that the tire is "hopping" or "bouncing" down the road and ends up delivering a rough ride and irregular tread wear.

Radial force variation is similar to radial runout and is a result of a heavy or thicker area being manufactured into the tire due to variations in component thickness, placement and overlapping. Radial force variation applies more force against the road at the tire's thicker spot as the tire runs, which causes one sidewall to flex differently than the other. The result is tire/wheel assembly vibration and irregular tread wear.

To avoid or minimize these problems, whenever you see a red spot, match this up with the valve stem-unless you happen to have a steel wheel that has a dimple on the exterior side of the rim area. The dimple indicates the wheel's low spot so that wheels and tires may be properly matched.



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CTR Name Badges. We will place our next order for CTR name badges on November 30th. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at artfournier@comcast.net or 410-535-0690 to order. Specify exactly how you want your name to appear.



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If you see both a red and a yellow dot on the tire, the red dot takes priority. An easy way to remember this is the phrase "Red Rules." Ignore the yellow dot and match the red dot to the wheel low point dimple as some vehicle manufacturers do or, if no dimple is marked on the wheel, align the red dot with the valve stem.

If you see any other color dots, ignore them. They are there for factory purposes. Once the tire leaves the manufacturing plant, dots of those colors have no use.

Some manufacturers do not put any dots on their tires. A tire with no dots does not indicate a lack of tire uniformity or factory inspection. It simply means that those tire companies didn't want to put any dots on their tires. So you are on your own. If you find imbalance to be a problem after mounting the tire, rotate the tire 180 degrees on the rim and then recheck the balance.



Yellow Dot

Red Dot

Valve Stem

Right or wrong?

These are the dots that piqued my interest. Each of the four tires in this set had a yellow dot and a red dot on its sidewall. In each case, the red dot lined up with the tire's valve stem indicating the tire is properly aligned on its wheel.



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**Looking back at THE STANDARD:
Volume V, Number 9
October 1993**

Headlining the October 1993 edition of *The Standard* was a road trip down to Virginia's Northern Neck led by Art Fournier. Starting off in dense fog, the weather cleared and the tour proceeded to the Ingleside Winery and Stafford Hall with lunch at the Happy Clam in Colonial Beach.

The other road trip reported was a visit, organized by Dennis Eckhout, to the Bealeton Flying Circus Aerodrome where members David Dougherty, Denise Burcksen, Karl Johnson, and Dick Thigpen opted for biplane rides.

On the tech side, a carburetor workshop was held at Yesteryear Motorsports in Beltsville, Maryland, under shop owner Jaime Goffaux's watchful eye.

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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 period. Other ads are space available only.

For sale: 1977 MGB in good condition. Also 1973 Triumph 6 cylinder engine, transmission, windscreen, tubs of other parts. Price negotiable. Located in Columbia, MD. Call John Booker 410-591-1166

1974 Triumph TR6 for sale. Sapphire Blue w/luggage rack. Good condition. \$8,500.00. Contact: Chris Henick chenick@earthlink.net 202-986-0430.



1973 TR6 for sale. Needs your talents to be restored to her formal glory. Running and intact. Parts include NOS front fender and rear inner fenders. The car is on steel wheels and has an additional set of wire wheels. Tonneau and convertible top boot included. \$3500. Call Richard at 301-926-0252 or email at avasco100@verizon.net.



Found, a classic windbreaker jacket, in Joe Cannon's garage, could have been left from the BOG stuffing party in 2012: maker "Pacific Trail," medium size, off-white color, in like new condition. Call 703-280-4104

EVENTS

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

- Oct 19 - CTR Wine Tasting Tour and Barbeque *CTR*
 - Oct 19 - Rockville Antique and Classic Car Show
 - Nov 3 (Back to Original Date!) - Fall Foliage Tour *CTR*
 - Nov 16 (New Date!) - T4 *CTR*
 - Nov 12 - CTR Executive Steering Board Meeting
 - Dec 7 - Middleburg, VA, Christmas Parade *CTR*
 - Dec 14 - Christmas in St. Michaels
 - Dec 8 - Holiday Part at Rich and Patti Townsends *CTR*
 - Jan TBD - Awards Brunch (MD Location) *CTR*
 - Feb TBD - Winter Dinner (VA Location) *CTR*
 - Apr 27 - Britain on the Green 2014 *CTR*
- *** Much More to Come ***

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THE STANDARD

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

Deadline
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TRIUMPH TRIVIA: Which Triumph was deliberately named to appeal to the American market?

That diminutive, Rolls Royce look alike, the Triumph Mayflower, was named to appeal to the American market. Although it sold fairly well in other markets, it didn't do well in the United States during its 1950-1953 production run.



Photo Credits

Page 1 - Sharon Edelstein
 Pages 4 and 5 - Art Fournier
 Page 5 upper left - Rich Townsend
 Pages 6 and 7 - Bill Goodwin

Signs of the Times



Two unrelated signs for the price of one this month.

Neither needs much explanation (or perhaps they need more explanation than we have room for).



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THE STANDARD



THE STANDARD

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Capital Triumph Register, Ltd.
Volume XXV, Number 11, November 2013



The colors of the Triumphs reflect the colors in the foliage at the rendezvous point for this year's Fall Foliage Run. In addition to these cars, 13 other Triumphs took part along with 3 other LBCs and 3 non-LBCs (not to mention their 34 drivers and passengers), a record turnout for the event..

The Fall Foliage Run was one of several recent club activities with noteworthy support from CTR members!

For more on the Fall Foliage Run, see page 8.

PAGES 1 and 8 - Fall Foliage Run;
PAGE 2 - From the President - Shape of Things to Come; CTR Happenings;
PAGE 3 - Holiday Party; PAGE 4 - Wine Tour and Barbeque
PAGE 6 - The R Report; PAGE 10 - Events; Classified; PAGE 11 - Club Info

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The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

I can't report any more progress on my Maple 6 restoration since bringing it home from the paint shop; however, I have organized my garage and parts for the remaining restorations tasks, and I've made a plan for the remainder of the restoration. I developed a spreadsheet with over 100 remaining items, and I'm pretty sure I've missed some. It's a daunting list; however, I'm encouraged because of the offers I've had from members to help with specific tasks. I appreciate the great spirit of our club members and their willingness to help members with their cars.

We've continued to have more great events. The recent Fall Foliage drive, organized by Patrick Carter and Al Ames was a great success. We had a record turnout, including the President of the Washington area Austin Healy club, Joe Foster, and his wife Kathleen in their beautiful AH 3000. We discussed the possibility of have joint events with their club in the coming year. The other dynamite event was our annual T4 event, the progressive tech session, which was hosted by Dennis Eckhout and RJ Fortwengler. Dennis and Paul Edelstein presented tech tips at Dennis' garage followed by RJ's tech tip at his Garagemahal. Look for more details on these events in this issue and in the December edition.

Looking to the near future. We have three more events planned for the remainder of the year. Coming up on the first weekend in December are the Christmas parade in Middleburg, Virginia on Saturday followed the CTR Holiday Party on Sunday. The following weekend is the Christmas parade in St. Michaels, Maryland. Look for e-vites on these events.

If you've been keeping score on the number of events that CTR has, you'll realize what an active club we are. The numbers don't lie – we had 26 events last year, and we'll have 26 again this year. That's an event every two weeks on average. Other British car clubs in the DC area have noticed also and would like for their clubs to be as active.

The national Triumph organization, Vintage Triumph Register, has recently announce the location of their 2014 VTR Convention in Dobson, North Carolina. Dates are September 9-14. This is 5-6 hours from our area. If you keep up with our club Facebook page, you've seen the announcement. Several of us have already committed, tentatively, to go to this event. If you've never been to a national event like this, you should really consider going. It's great fun with numerous driving events and ses-

sions. For the 2014 event, the guest speaker will be Harris Mann, designer of the Triumph TR7. I would really like for CTR to have a strong showing at this event. You'll be hearing more about this in the coming months. We will be promoting this event and focusing our GYHD tech sessions on helping members get their Triumphs ready to travel to North Carolina in September. So, if you will commit to going, we will commit to helping you get your Triumph road-worthy.



CTR Happenings

CTR Newsletter Recognized

During its recent National Convention, the Vintage Triumph Register recognized *The Standard* as one of six award winning newsletters for the previous year. Mike Cook, editor of VTR's *The Vintage Triumph* wrote: "Your publication was judged to be excellent in content, quality of writing, layout and production and overall achievement as a news and information source for your club."

Late Fall and Winter Events

For the third year, CTR will participate in the Middleburg, VA, Christmas Parade on Saturday, December 7th.

And on that same weekend, CTR's Holiday Party is planned for Sunday, December 8th at Rich and Patti Townsend's home in Catlett, VA.

If there is sufficient interest, Mark Shlien will organize CTR's participation in the Christmas in St. Michaels parade on December 14th. Let him know if you'd like to participate.

The CTR Awards Brunch (with business meeting and election of officers) is tentatively planned for January 19th at a Maryland location. Are you interested in contributing to CTR as a member of its Board? If so, contact Lionel Mitchell to see where your talents can be best utilized.

Planning for Britain on the Green (April 27th) will begin in earnest with a kickoff meeting. We're currently shooting for January 11th or 18th depending on Gunston Hall's availability. BOG is our showcase event and one where we need help from everyone in CTR to ensure success.



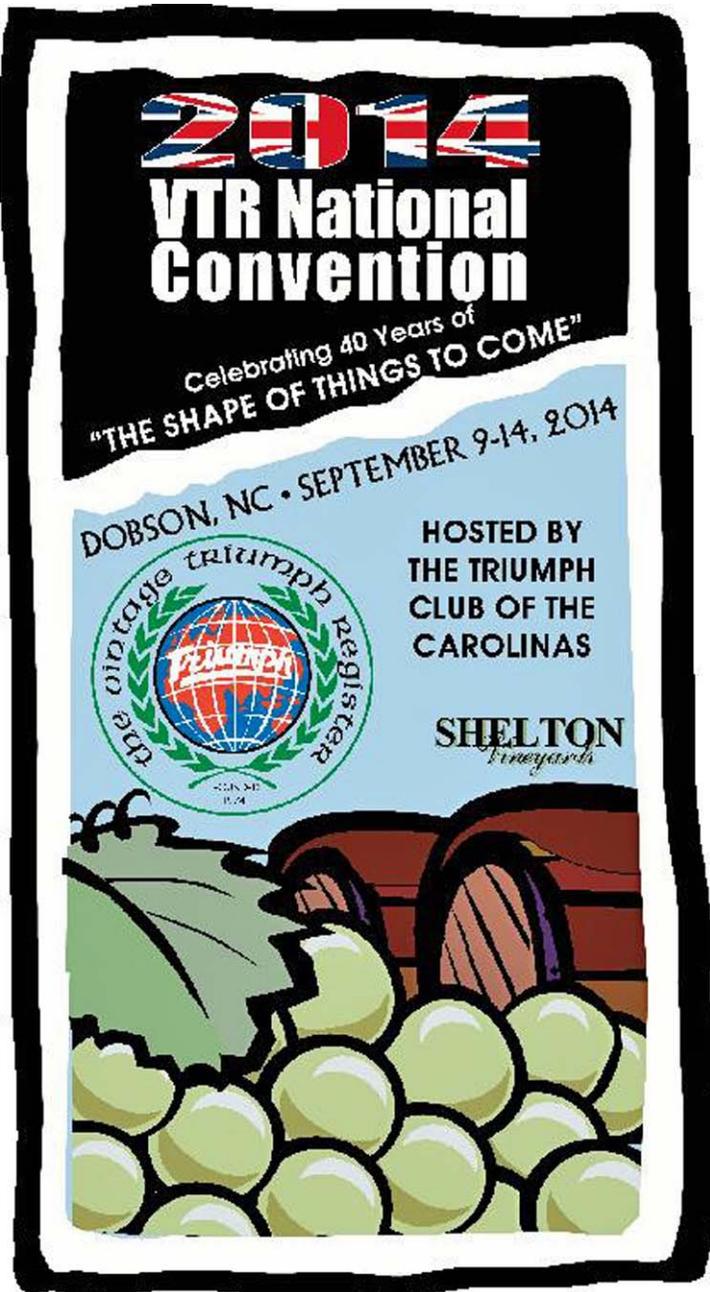
CTR will make its annual visit to the Washington Auto Show on Friday evening, January 31st.

In February, CTR will hold its annual Winter Dinner at a Virginia location. Date and details to be determined.

Details on all these events will be in the newsletter and in e-vites.

VTR National Convention

If you're not already a member of the Vintage Triumph Register, please join and plan to participate in the 2014 VTR National Convention in Dobson, North Carolina.



CTR Holiday Party

Sunday, December 8th

CTR will hold its annual holiday party on Sunday, December 8th, at Rich and Patti Townsend's home in Catlett, Virginia, beginning around 2:00 pm. The format remains the same as in past. Bring a dish to share along with your sense of humor and a gift for each person who wishes to participate in CTR's traditional gift exchange. The gift value should be about \$10.00. The gift may be serious, outrageous, holiday or automotive, but please keep it clean and, please, no used pistons or grungy sparkplugs! Rumor has it that Father Christmas or, as he is known locally, Santa Claus may once again be on hand to help out with the gift exchange.



Rich and Patti will supply turkey, ham, and drinks, and ask that guests bring dishes to share according to the first initial of their last name:

- A-H - Appetizers
- I-Q - Side Dishes
- R-Z - Desserts

Park Triumphs on the lawn in front of the house. Otherwise, park in or along the driveway without blocking access. But please do not park along the street (soft shoulders and mud).

Please respond to the evite or contact Rich or Patti at retownsendjr@comcast.net or 540-788-4588 to RSVP, get directions, or obtain additional information. Rich and Patti's home is at 8036 Springhope Drive, Catlett, Virginia 20119.

We'll see you there! Ho! Ho! Ho!

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Wine Tour and Barbeque

October 19th

A convivial group of CTR members met in Haymarket, Virginia, on October 19th for CTR's first Wine Tasting Tour and Barbeque. The skies were cloudy, but the temperature was warm enough to allow top-down driving over some fine Horse Country finest byways as the group set off to its first destination, the Winery at La Grange Winery near Haymarket. While we were in their picnic area, Patti Townsend put out a spread of cheese and crackers and other snacks (along with Mary Schoen's renowned cheese sticks). Leaving La Grange, we were off to our second destination, the Barrel Oak Winery in Delaplane. Following more picnic-style munchies and a few more tastes of the product of the vine, it was time to head to Rich and Patti Townsend's home in Catlett for the barbeque portion of the event. As the sun went down, a bonfire was lit, chicken went on the grill, and friendly conversation continued well into the evening.



A big CTR thanks goes to all who participated: Heath and Sandra Bjordahl, John and Sara Buescher, Tim Cornish, Art Fournier, Bruce Hislop, Jeremy Kinney, Lionel Mitchell, Ira and Mary Schoen, Rich and Lisa Smalling, Stephen Smalling and Elyse Rinne, Mark Shlien, Sherman Taffel, Alan Stiley, Rich and Patti Townsend, and Rich and Joanne Wilkins. And very special thanks go to instigator Mark Shlien and tour guide/hosts Rich and Patti Townsend – thanks for your hospitality!



*Top: Jeremy Kinney, Heath and Sandra Bjordahl, and Lionel Mitchell
Center left: Rich and Joanne Wilkins
Center right: Bruce Hislop and Sara Buescher
Bottom: Lisa Smalling, Patti Townsend, Mark Shlien, Rich Smalling, Stephen Smalling, and Elyse Rinne*





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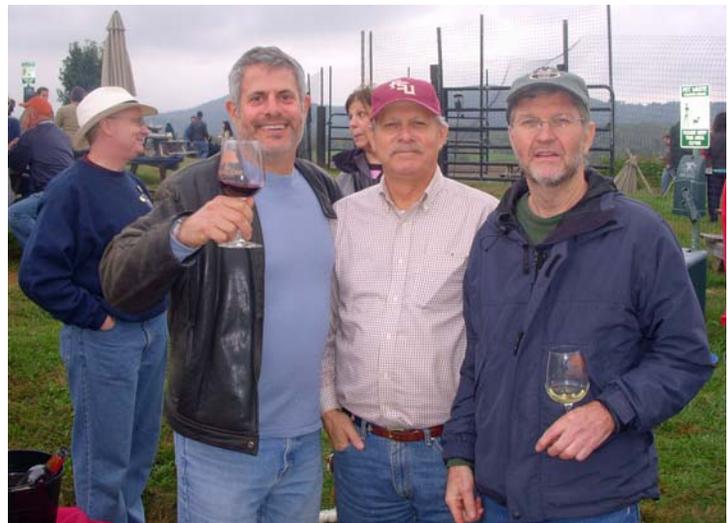


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*Top left: Bruce Hislop, Rich Townsend, and Alan Stiley
Center and bottom left: A taste of wine and some great
company and the scenic countryside surrounding
the La Grange and Barrel Oak Wineries
Bottom right: Mark Shlien, John Buescher,
and Lionel Mitchell*





The R Report

Bill Goodwin

Last time I told you about the first part of our September trip to England. While I was on the 10CR in Europe, Carol stayed behind in Bishops Stortford with our good friends Peter and Teresa Wenzel. On the first Wednesday, Linda Allen drove down from Birmingham and stayed for four days. Linda is the wife of Chis (also on the run) who we bought our Herald Estate from in 2005. The girls toured the area in and around the town, shopping and sightseeing.

Upon my return, we met up with our friends from the States, Keith and Lorraine Obuchon. On the second Wednesday the four of us took off in my Dolomite south to Hove, Brighton. Our friends Clive and Gill Senior put us up in their house in Hove. That afternoon we took the grand tour of Brighton, then had a nice pub meal. Next



morning we were off the Highclere Castle, where Downton Abby is filmed. Toured the castle and grounds. Drove to Swindon for the night. Friday we were off to the Cotswolds and the town of Berton on the Water, a nice old style English Village. Then a little north to spend three nights in the area of Stoke on Trent. Weather so far, a little rain and chilly. Friday night we met up with more friends including Chris and Linda for another pub meal then to the Allen's house for a pleasant visit. Saturday it rained, rained hard, so we spent the day at the Transportation Museum in Coventry. Sunday off to the Black Country. The Black Coun-



try is a living museum (like our Williamsburg) depicting a coal mining town from the early 1900s.

Monday drove up to Stafford to see Shugborough Estate. Shugborough is a Georgian mansion and working farm. This is another living museum with everyone in costume and is the only one of its kind in England. Carol and I were there in 2005. Since our last visit the second floor of the mansion is now open to tour. Tuesday on to our favorite area, Yorkshire! That afternoon after checking into our



hotel, the Drucker Road's in Meltham, drove down to Holmfirth where the TV show Last of The Summer Wine was filmed. Took the film tour and spent the afternoon looking around the town. The girls found a Mill Outlet store! Spent much money! Holmfirth is famous for its wool mills. After dinner on to our favorite Pub in all of England, the Wagon & Horses in Meltham. The owners Mike and Pam along with regular Steve Alldred are long-time friends. Wednesday up early to tour and sightsee the area. Drove up to Castle Hill and many high hills to view the valleys below. Then the girls wanted to return to the



Mill Store! More money spent! That night we again closed up the Wagon and took part in the Pub Quiz Night. Thursday back to Bishops Stortford to say goodbye to all our friends and a good final meal.

I have to say this was one of the best trips to England so far. Our Dolomite performed better than I could have hoped. We did borrow a roof top box for the needed luggage space and the four of us. We put another 850 miles on the car. Total miles for the trip, about 2,600. Friday morning after a good breakfast on to Heathrow and the flight home. Looking forward to our next trip, maybe in May.

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PO Box 655
Howell, MI 48844**



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



Looking back at THE STANDARD:

**Volume IV, Number 9
November 1992**

The November 1992 issue of *The Standard* began with an announcement for the annual Holiday Party to be held that year at Dick and Carmen Thigpen's home. Next came an article by Dick Sheats thanking club members for their help after his TR4 broke down during the Fall Foliage Tour. Event organizers Jaime Goffaux and Keith Dunklee ensured he got the help he needed. Rich Guba related the story of his TR6 restoration which went bad due to financial mismanagement on the part of the shop handling the restoration—an expensive lesson that we can learn from today. Hank Seiff warned of the possibility of corrosion on new points and provided an opinion on the worth of "Splitfire" sparkplugs.. And finally, Rich Wilkins had a series of questions on TR4 maintenance and the meaning of CKD (Completed Knocked Down) - his TR4 had originally been shipped to Belgium for assembly.



CTR Name Badges. We will place our next order for CTR name badges on November 30th. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at artfournier@comcast.net or 410-535-0690 to order. Specify exactly how you want your name to appear.



Fall Foliage Run

November 3rd

For the third year, Patrick Carter organized CTR's Fall Foliage Run with Al Ames leading the tour along the great roads through the Masanutten Mountains and Fort Valley. Although the starting point was the same, Northern Virginia Community College in Manassas, this year there was a change of pace as we made our way to Luray, Virginia, first then ended up in Front Royal for lunch. The weather on November 3rd was fantastic with clear skies and crisp temperatures, just right for enjoying fall foliage that was near its peak along the lower elevations of the drive.



Twenty-three cars – 17 Triumphs, 3 other LBCs, and 3 “support” vehicles – and 34 people took part in the tour, a record for the event! Taking part in the trip were Al and Eleanor Ames, Gregg Bachner, John and Sara Buescher, Tom and Mary Burke, Joe and Rita Cannon, Patrick Carter, Benjamin Cheshire, Tim Cornish, Joe and Kathleen Foster of the Austin Healey Club, Art Fournier, Bob Fox, Harvey Lee, Lionel and Nancy Mitchell, Fred Mittelman and Diane Page, Steve Mumma, Stephen and Christopher Prior, JP and Ethan Puckett, Ira and Mary Schoen, Tim Shalvey, Mark Shlien, Scott Smith, Rich Townsend, and Bill and Kathy Wemhoff.

The run from Manassas to Luray was by Routes 29 and 211 up and over the Shenandoah Mountains after crossing

Skyline Drive. We made a pit stop near Luray and rendezvoused with Al and Eleanor Ames prior to the second leg of the run which took us through Fort Valley and the George Washington National Forest then on to Front Royal. Great roads and fairly spirited driving! Lunch was at Joe's Steak House where we enjoyed a more than satisfying brunch that featured prime rib. After lunch and leisurely conversation, several of us traveled back toward Haymarket on Route 55. Lots of smiles and a fantastic way to spend a fall day – than you Patrick and Al!



Left: Ira Schoen and Fred Mittelman (and Fred's TR3A)

Above: Car talk with Mark Shlien and Lionel Mitchell

Below: Tail chase over classic mountain roads





Left top: Kathy Wemhoff, Rita Cannon, Mary Schoen, Nancy Mitchell, and Bill Wemhoff at the rendezvous point

Center left: Mary Burke, Scott Smith, and Tim Cornish chat during lunch at Joe's Steak House

Bottom left: A few of the Triumphs at Joe's Steak House

Below: JP and Ethan Puckett enjoy lunch



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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 period. Other ads are space available only.

For sale: 1977 MGB in good condition. Also 1973 Triumph 6 cylinder engine, transmission, windscreen, tubs of other parts. Price negotiable. Located in Columbia, MD. Call John Booker 410-591-1166

1974 Triumph TR6 for sale. Sapphire Blue w/luggage rack. Good condition. \$8,500.00. Contact: Chris Henick chenick@earthlink.net 202-986-0430.



1973 TR6 for sale. Needs your talents to be restored to her formal glory. Running and intact. Parts include NOS front fender and rear inner fenders. The car is on steel wheels and has an additional set of wire wheels. Tonneau and convertible top boot included. \$3500. Call Richard at 301-926-0252 or email at avasco100@verizon.net.



EVENTS

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

- Nov 16 - T4 *CTR*
- Dec 7 - Middleburg, VA, Christmas Parade *CTR*
- Dec 8 - Holiday Part at Rich and Patti Townsends *CTR*
- Dec 14 - Christmas in St. Michaels *CTR*
- Jan 11 or 18 - Britain on the Green 2014 Kickoff Meeting at Gunston Hall
- Jan 14 - CTR Executive Steering Board Meeting
- Jan 19 (Tentative) - Awards Brunch (MD Location) with annual business meeting and election of officers *CTR*
- Jan 23-Feb 2 - Washington DC Auto Show
- Jan 31 - CTR Night at the DC Auto Show *CTR*
- Feb TBD - Winter Dinner (VA Location) *CTR*
- Apr 27 - Britain on the Green 2014 *CTR*
- Sep 9-14 - VTR National Convention, Dobson, NC *CTR*

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Vice President	John Buescher	703-522-6571	John.Buescher@calibresys.com
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THE STANDARD

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

**Deadline
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TRIUMPH TRIVIA: Who designed the Triumph TR7?

Actually, the answer to this one is on page 2. The TR7 was designed by Harris Mann who was in charge of styling for British Leyland's Austin-Morris.



Photo Credits

Pages 1, 4, 5, 8 & 9 - Art Fournier
 Pages 4 lower left - Lionel Mitchell
 Page 4 lower right - Rich Townsend
 Pages 6 and 7 - Bill Goodwin
 Page 8 lower right - Steve Mumma

Signs of the Times



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THE STANDARD





THE STANDARD

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Volume XXV, Number 12, December 2013



All T4 photos by David Hislop

CTR members strike a pose at Dennis Eckhout's during the T4, a progressive meal and tech session held in members' garages.

From left to right are Karl Johnson, cohost Dennis Eckhout, Paul Edelstein, Lionel Mitchell, Bruce Hislop, cohost RJ Fortwengler, Rich Townsend, and Mark Shlien.

For more on the T4, see page 8.

**PAGES 1 and 8 - T4; PAGE 2 - From the President - Shape of Things to Come;
PAGE 3 - CTR Happenings; PAGE 4 - CTR Gives; PAGE 5 - Middleburg Christmas Parade;
PAGE 6 - Garage Spot: TR6 Replacement Alternator;
PAGE 10 - Events; Classified; PAGE 11 - Club Info**

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The Shape of Things to Come (Miscellaneous Ramblings from the President) By Lionel Mitchell

I can report some minimal progress on my Maple 6 restoration over the last month. Rich the T and I had a sand blasting session at his garage. We blasted out TR6 steel wheels with Garnet sand using the sand blaster that we borrowed from Rich W (see photo). Rich is also working on a



TR6 restoration (maybe he will write a newsletter article on his project soon – hint, hint). My plan is to have my painter paint the wheels with color coat and clear coat. I also restored the heater box. This is one of the early items to reinstall in the interior because it fits under the dash and needs to be installed before doing the wiring, gauges, and fascia. Another item with this same precedence is the wiper mechanism, but that's for another day. Getting back to the heater, the key to taking the box apart is an appropriately sized Pozi-Drive screwdriver. What is that, you might ask. Many European car makers used these Pozi-Drive screws in car assembly. These screw heads look just like Phillips screws from the top, but there is a crucial difference. In addition to having the cross slots, there are four additional slots recessed not readily visible, in effect eight slots. If you try to remove these screws with a Phillips screwdriver, the result is often rounded out slots. So, I went on-line and found a set of four of these specialty screwdrivers for about \$16 at Amazon.com. This was after trying to find them at local

hardware and auto parts stores, where I got funny looks. It's easy to take the heater box apart. The box is a sheet metal affair that consists of three pieces that form an air plenum and house a radiator and fan (see photo). After cleaning the parts, including flushing out the radiator, I painted the sheet metal parts on both sides being careful to preserve the original stickers. I replaced foam insulation on the inside and reassembled the parts. The unit is now ready to re-install in the car.



We had a record turnout for the Middelburg Christmas Parade with a total of 15 Triumphs. This is a fun event and was our third year to participate. Much to our dismay, the naughty nurses did not reprise their costumes from last year, but one fun entry was three live camels along with their wise men. We actually got a presence in the Washington Post from the parade – there was a photo of one of the camels with Patrick C's Spitfire in the background.

As you already know by now, the holiday party was postponed until December 29 because of inclement weather. And as I write this, I'm not sure if anyone could make the Christmas parade in St. Michaels, Maryland.

Looking to the near future, we have two events planned for January: the annual awards brunch and our group attendance at the Washington DC car show. Look for e-vites on these events.

And speaking of the awards brunch, this year we will hold our bi-annual election of President and Vice-President. In addition to electing those two officers, we will be appointing some of the other officers for the New Year. In



particular, I am planning to step down as President to give someone else the opportunity to lead the club. I think it's good to have new ideas infused into the club to keep it vibrant. We are also looking for a Deputy Web Site Administrator and two members to fill openings for the Events Director positions. Please contact me or any member of the ESB if you would be willing to serve in these or any other positions. Don't assume that someone else with keep the club going.



CTR Happenings

Please Welcome CTR's Newest Members!

- ◆ Tinkham Stetson, Alexandria, VA
- ◆ Jay Riddle, Alexandria, VA

Winter Events

Due to nasty weather, CTR's Holiday Party has been rescheduled to Sunday, December 29th. All other details remain the same. An updated evite has been sent out; however, if you need additional information contact Rich or Patti Townsend at retownsendjr@comcast.net or 540-788-4588

The CTR Awards Brunch (with business meeting and election of officers) is tentatively planned for January 19th at a Maryland location (details have not yet been firmed up). Are you interested in contributing to CTR as a member of its Board? If so, contact Lionel Mitchell to see where your talents can be best utilized.

Planning for Britain on the Green (April 27th) will begin in earnest with a kickoff meeting. We're currently shooting for January 11th or 18th depending on Gunston Hall's availability. BOG is our showcase event and one where we need help from everyone in CTR to ensure success.

CTR will make its annual visit to the Washington Auto Show on Friday evening, January 31st.

In February, CTR will hold its annual Winter Dinner at a Virginia location. Date and details to be determined.

Details on all these events will be in the newsletter and in evites. Remember, if we don't have your current e-mail address, we can't send you evites!

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CTR Gives

Rich Smalling, CTR Treasurer

At the September 2013 CTR Executive Steering Board meeting our club continued its tradition of giving to charity by donating \$1000 to Special Love (children with cancer), \$500 to Us Too (prostate cancer education and support network), and \$500 to The ALS Association (Lou Gehrig's Disease).

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 \$13,700 to charity. Read below for more information about the charities receiving our donations this year.

Special Love

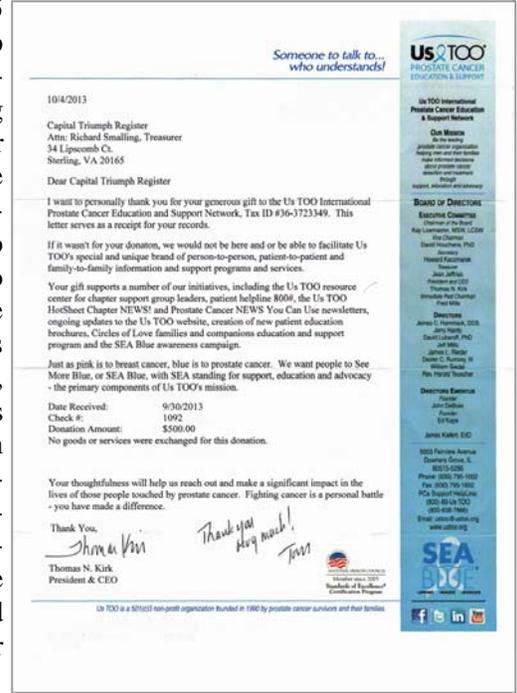
Special Love, Inc. was founded in 1983 by Tom and Sheila Baker of Winchester, Virginia, after losing their own daughter to lymphoma. The Bakers wanted to give other children with cancer the opportunity to enjoy traditional camp activities and other opportunities that healthy children often take for granted. Special Love's hallmark program, Camp Fantastic, is a one-week adventure for 7-17 year olds and, like most of Special Love's events, is held at the Northern Virginia 4-H Educational Center in Front Royal, VA. In the 23 years since Special Love's inception,

it has grown from one camp for 29 children to nearly 20 programs that impact over 3000 people annually. Special Love also provides emergency financial relief to families and scholarships for post-secondary education to young adults with cancer.



Us TOO

Us TOO International Prostate Cancer Education & Support Network is a grassroots cancer education and support network of 325 support group chapters worldwide, providing men and their families with free information, materials and peer-to-peer support so they can make informed choices on detection, treatment options and coping with ongoing survivorship. The organization was founded in 1990 by five men who had been treated for prostate cancer.



ALS Association

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.





Middleburg Christmas Parade

December 7th



A record 15 Triumphs (a GT6, 3 Spitfires, a TR3A, a TR3B, a TR4, 7 TR6s, and a TR7) along with members, family, and guests turned out for CTR's third year of participation in the Middleburg, Virginia, Christmas Parade. Nine cars gathered in Haymarket to travel together over Horse Country back roads to Middleburg where we were met by the others. Several of us had lunch at the Red Fox Inn where the food was excellent and the apple cider delightfully hot, but seating a bit limited. In the *Washington Post* coverage, Jasper the camel got all the press while we were described as a "herd of red sports cars." In any case, there were lots of "oohs" and "ahs" for our cars as we drove along the parade route crowded with spectators — all-in-all a great way to spend a late Fall Saturday!



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TR6 Replacement Alternator

Rich Townsend

The Ignition light on my dash had been hinting that all was not right in the TR6 charging system for most of this year (2013). The light showed dimly at lower RPMs, but went out at something around 1500. It was more bothersome at night, when the red light stood out in the darkness. The voltage gauge read lower, also, when the headlights were on.

Without a lot of diagnostics, I figured a quick indicator would be to replace the alternator, and if it fixed the problem, then I was good to go. I took the old Lucas one to AutoZone, and they confirmed that it was failed. AZ did not have a new replacement one in stock, and I was up against the Hunt Country event weekend, so I wanted a new one NOW.

I returned home to check on-line with Moss, TRF, and other usual suspects. The price of the new ones plus shipping charges seemed higher than I wanted or expected to have to pay.

I googled "tr6 alternator" for starters (no pun), and that turned up a result that was promising, and so I pursued it.

From The Triumph Experience Forum (www.triumphexp.com), the thread led me to this website: <http://www.74tr6.com/alternator.htm>

If you go to this website it contains great pictures and the description of the installation procedure, which really doesn't amount to much. That's why it is such an attractive upgrade. The plug on the TR6 harness is exactly the match for the receptacle on the back of the new (Bosch/Remy) alternator.

There is a 2nd single brown wire in the TR6 harness that connected to the back of the alternator. This wire has no place to land on the new alternator. From reading, evidently this has to do with a voltage regulator on the TR6 that is not needed because the new alternator has one built in. I folded this loose wire back on the harness, and taped it securely with electrical tape.

The bug-a-boo in this replacement was finding the correct alternator. Different threads on the subject would have you believe that you can run down to the local AutoZone and pick one up. Well, I tried that, going to an AZ, and also an Advance Auto store, and determined that it's an order item that takes 3-4 days.

I then ordered one through Amazon.com, and it arrived without the pulley and fan. So I returned it, and tried rockauto.com, where I found it complete (for \$68).

I have tried since then, for the purposes of writing this article, to locate the alternator again on Rockauto.com, and evidently it is no longer available from them.

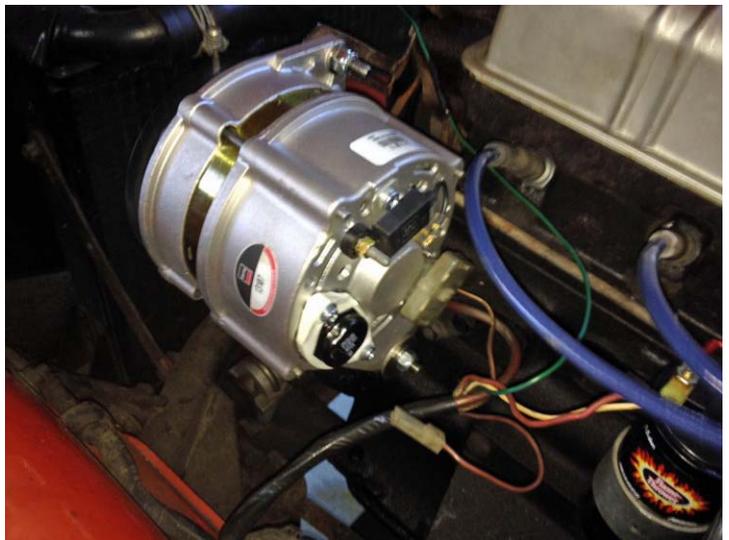
I tried Amazon again, too, and Amazon shows that it will be available in the future, but not a specific date.

The key to searching is the description "Remy 13107 Alternator". It is most commonly used for a 1980 Ford Fiesta, if you search by car model.

Earlier this week (first week of December) I found one on-line at Discount Auto Parts:

<http://www.discountautoparts.com/item.wws?sku=13107&itempk=1343661&mfr=REMY&weight=10>

for around \$27. I don't have experience with Discount Auto Parts, but that's an unbelievable price.



Back to the installation, it needs to be positioned on the mounting to align with the fanbelt. The top bracket bolts right up, just like the original. For the bottom one, I had to



fashion a spacer, again to establish the alignment. I took the long bolt to the hardware store, and checked in the plumbing department for a pipe nipple that had an ID matching the OD of that bolt. I'm fairly sure it was a 1/4" X 4" nipple. I painted it, and then cut it down to fit snugly in the space forward of the bottom mount to the forward ear of the new alternator. It ended up approximately 1 1/2" long after a couple fittings and grindings. Then, at the rear of the mounting, I had to make up more space to fill in to the aft mounting ear on the new alternator.

This new alternator is rated at 55 amps, which is a healthy increase over the original Lucas (43 amps). So, the price and the boost in capacity, plus easy installation (bolt-in/plug-in) makes it a very attractive replacement.

I have read, too, that this is an appropriate upgrade for Spitfires and MGBs, among others. Believe me, if you google anything like "TR6 Bosch alternator," "Remy 13107 alternator," etc, you will find plenty of reading.

If anyone has questions, please just contact me, and of course the proof is in the pudding. I drove the TR6 on the Foliage Run and it has not missed a lick. The voltmeter gauge shows plenty of charge, and I no longer have the ignition light glowing.



Previous page: The Remy 13107 alternator showing the electrical connections with the top mounted to the stock TR6 alternator bracket

This page: The alternator installed and running showing the alignment of the alternator and fan pulleys

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:

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PO Box 655
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Or go to the Vintage Triumph Register website, www.vtr.org, for additional information and a membership application.



Looking back at THE STANDARD:

Volume IX, Number 9
December 1997

The December 1997 issue of *The Standard* led off with a recap of CTR Holiday Party held at Keith Dunklee's home in Arlington. The big news, however, was that this was Charlie Brown's final issue as editor. Beginning in January 1998 Paul Scuderi would take the reins (keyboard?) as editor. Bucking current tradition, the Winter Dinner was held in November with Brigitte and Alex Akalovsky handling the arrangements. Then, as now, the annual awards function was in the planning stages and would be held at Potomack Landing in January. Terry and Cathy Sopher were negotiating with Woodland Plantation as the site for CTR's first Britain on the Green show to be held in April 1998.



CTR Name Badges. We will place our next order for CTR name badges on January 31st. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier at artfournier@comcast.net or 410-535-0690 to order. Specify exactly how you want your name to appear.



T4

CTR's 16th Annual T4 November 16th Bruce Hislop

One of CTR's longest standing events is the Tasty Triumph Tech Tour (or T4). Another is the Fall Foliage run. This year, we moved the T4 from the traditional first-weekend-in-November to the 16th to make room in the calendar for the Fall Foliage Run. In that the T4 is for many (or me at least) the last hurrah of the driving season, moving the event back two weeks made me wonder about the weather and the likelihood of having any top-down driving. The weather forecasters called for sunny skies and temps up near 70 degrees. Oh, how they lied; it was overcast and cool, but still a great day for some CTR togetherness and learning.



The day began in the renovated kitchen of Dennis Eckhout with coffee, juices and bagels. He presented a great lecture/demonstration of using clay bar products to enhance the finish on our LBCs. After a short explanation, we moved into the driveway for the demo. I offered my Wedge as the demo car. It hasn't been washed in months, and I'm pretty sure the last time it was polished was before the Berlin Wall came down – if it has ever been polished at all. The clay does not polish the car; there is no visible difference in luster. The clay smoothes the finish and removes all sorts of yucky stuff – at least it did on my car. The result was a very smooth surface over the paint, which was ready for somebody else to polish. Going over ones car with a clay bar is a lot of work, but the results are definitely worth the effort. All of the attendees (Dennis Eckhout, RJ Fortwengler, Lionel Mitchell, Bruce and David Hislop, Karl Johnson, Paul Edelstein, Mark Shlien and Rich Townsend) all agreed that the time is well spent.



While at Dennis', Paul Edelstein walked us through the process of rehabbing the plastic lenses on our brake/reverse/running lights. In short, an amazing improvement can be realized with a toothbrush, hot soapy water and elbow grease. To make the lenses look almost as good as new, they can be polished. Paul showed us how to use a buffing/polishing wheel and plastic polishing compound (rouge for you fancy-schmancy types) to *carefully* buff the outside of the lenses to a beautiful shine. Paul has polished many of the lenses on his TR6, so if you've seen it, you know how great the results can be.

After Paul's demo we piled into our cars and made our way to RJ Fortwengler's garage-mahal for lunch in the loft and a great discussion about installing new seat "leather" on a TR6. Of course, all points made carry over to other cars/seats. The greatest lesson was to have a lot of patience and not rush the job. Having done this with his TR6, Paul



Edelstein was able to provide a lot of insight in the vein of "Ask me how I know." We were met at RJ's by member Benjamin Cheshire and by Hal Hardaway, a TR3-owning friend of RJ's.

By mid-afternoon, we piled in our cars and headed for home. It was still too cool for me to drive home topless, but as with all other T4 events my stomach was full of good food and my head was full of plans for my cars.



Previous page left: Dennis Eckhout gives a demonstration of how clay can improve any car finish

Previous page right: Paul Edelstein shows how to gently polish plastic lenses

This page top: RJ Fortwengler discusses automobile upholstery

This page bottom: Hal Hardaway, Benjamin Cheshire, Mark Shlien, Bruce Hislop, Rich Townsend, RJ Fortwengler, Lionel Mitchell, and Paul Edelstein in RJ's garage-mahal



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Looking back at THE STANDARD:

Volume IX, Number 8 October 1997

The October 1997 issue of The Standard featured an article by Paul Scuderi on CTR's first T4. The aggressive schedule had club members visit four garages for tech tips by Cathy Sopher, Keith Dunklee, Ira Schoen, and Charlie Brown. While at Ira's, Karl Johnson shared an additional tech tip and Mary provided a lunch that included French dip sandwiches!

Elsewhere in the news were articles by Paul Scuderi on the TRF Summer Party and by Pete McHugh on the Meeting of the Marques in Allenberry, Pennsylvania. Dennis Eckhout speculated on news that Chrysler might purchase BMW's Rover Group which then owned the Triumph name. However, Chrysler has been down a very different road since then.



EVENTS

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

- Dec 29 (Rescheduled Date)** - Holiday Part at Rich and Patti Townsends *CTR*
- Jan 11 or 18** - Britain on the Green 2014 Kickoff Meeting at Gunston Hall
- Jan 14** - CTR Executive Steering Board Meeting
- Jan 19 (Tentative)** - Awards Brunch (MD Location TBD) with annual business meeting and election of officers *CTR*
- Jan 23-Feb 2** - Washington DC Auto Show
- Jan 31** - CTR Night at the DC Auto Show *CTR*
- Feb TBD** - Winter Dinner (VA Location TBD) *CTR*
- Mar 11** - CTR Executive Steering Board Meeting
- Apr 27** - Britain on the Green 2014 *CTR*
- May 16-18** - Carlisle, PA, Import and Kit Show
- Jun 11-15** - TRA 2014 National Meeting, Deer Creek State Park, OH, <http://www.miamivalleytriumphs.org/tra2014/index.html>
- Jul 24-26** - The Roadster Factory Summer Party, Armagh, PA *CTR*
- Sep 9-14** - VTR National Convention, Dobson, NC <http://www.vtr2014.com/> *CTR*
- Oct 9-12** - 6-Pack Trials , Oxford, MS, <http://www.2014trials.com/>

*** Much More to Come ***

CLASSIFIED

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

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

For sale: 1977 MGB in good condition. Also 1973 Triumph 6 cylinder engine, transmission, windscreen, tubs of other parts. Price negotiable. Located in Columbia, MD. Call John Booker 410-591-1166

1979 TR7 for sale. It has a good body with minor rust, weber carburetors and headers, and 5-speed transmission.

It needs restoration. \$1,000 or best offer. Contact Ken at 304-261-7537.

1973 TR6 for sale. Needs your talents to be restored to her formal glory. Running and intact. Parts include NOS front fender and rear inner fenders. The car is on steel wheels and has an additional set of wire wheels. Tonneau and convertible top boot included. \$3500. Call Richard at 301-926-0252 or email at avasco100@verizon.net.



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TRIUMPH TRIVIA: Which Triumph started out as a bomb?

The prototype for the Michelotti-designed Triumph Spitfire was code named Bomb.



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