



THE STANDARD

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Capital Triumph Register, Ltd.
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Have you registered for Britain on the Green yet?

Preregistration offers several advantages: it saves you money and guarantees you a copy of the limited edition Joseph Craig English poster shown above. It helps maximize the number of car classes and the number of awards within each, both of which are based on preregistrations. It will save you time when you arrive and help ensure optimal layout of the show field.

PAGE 2 - From the President; CTR Happenings; PAGE 3 - The British Are Coming; GW Parkway Run; Trending with CTR; PAGE 4 - CTR Winter Luncheon; PAGE 6 - When Will I Be Loved?; PAGE 7 - Revs Institute; PAGE 8 - Garage Spot: Replacing the TR7 Steering Column Bushing; PAGE 10 - AACA Museum Visit; PAGE 12 - Personal Triumphs: Interview with Don Clarke; PAGE 14 - Classified; Events; PAGE 15 - Club Info

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From the President

By Stephen Oertwig

Time to catch BOG fever

It's countdown to Britain on the Green. Capital Triumph Register members should have circled April 26 on their calendars by now, especially after receiving the stunning registration card in the mail.

I am excited about Britain on the Green. It is your show. It's a time to show off your Triumph regardless of its condition. Each car has a story to tell regardless of condition.

A large showing of TR7s and TR8s is expected as Britain on the Green celebrates 40 years of the Wedge.

April 15 is the deadline for preregistration. It's vital for Capital Triumph Register members to preregister. It ensures you will receive the Britain on the Green poster by Joseph Craig English. It also provides information to define car classes. Register online at www.motosho.com/event/bog.

Once you register, think about being a volunteer. We need your help. Co-coordinators John Buescher and Matt Schipani are leading the team of BOG volunteers working the many tasks that go into putting on a show this size. This is a team that works hard to ensure BOG lives up to the reputation as first-class.

It takes teamwork on show day to pull everything together. It is like a three-ring circus and needs many volunteers. Pete Farrell is the ring master of this show. As BOG volunteer coordinator, he is scheduling people for the many tasks that make BOG such a great show.

Please contact Pete at petefarrell@verizon.net to volunteer for one or more of the many tasks. BOG could not happen without you.

There are three easy steps to fun at Britain on the Green: 1. Register. 2. Volunteer. 3. Get your Triumph ready. See you April 26 at Gunston Hall Plantation.

Drive on, and drive often.



CTR Happenings

Please Welcome CTR's Newest Member:

- ◆ Greg Desforge, Martinsburg, VA, 1979 Spitfire

Spring Events

In April, we will hold our (more or less) annual George Washington Parkway Run on Sunday the 12th.

And, of course, Britain on the Green will be held on April 26th. Planning and prep sessions for it are scheduled April. There will be a site inspection on April 18th and set up on April 25th at Gunston Hall. The annual BOG Stuffing Party will be held on Wednesday, April 22nd, at Joe and Rita Cannon's home in Fairfax, VA. To make this a more social occasion, Joe and Rita ask that spouses and significant others attend as well.

On May 2nd, we have been asked to attend a tech session at London Auto Services in Falls Church, VA. Last year's session with them was a great success, so don't miss this year's.

We will hold an event with the Kastner Cup race to be held on Saturday, May 16th, as part of the Jefferson 500 at Summit Point Raceway in West Virginia from the 14th to the 17th. Specifics are still being worked out, but we hope to have a significant CTR presence. Parade laps of the track are a possibility for participants in the car show held as part of the Jefferson 500.

Looking ahead, we will attend the Moss Motors Open House in Petersburg, VA, on June 6th.

We'll also try to schedule other events in the spring, possibly tech sessions, drives, and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. If you're interested in a GYHD or have an idea for another event, contact one of the ESB members listed on page 15 of the newsletter.

Evites

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



CTR and BOG are on Facebook.

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



Follow CTR on Twitter:

@CapitalTriumph

The British are Coming!

They are coming to Britain on the Green 2015 and we need your help on Sunday, April 26th.

A great deal of work has gone into this premier classic car event and we need 16 additional members to step up as volunteers for the day of the event. It will be easy for you.

- Volunteers will be matched with Team Leaders who have run the event before. Your role will be that critical additional person to help the leaders.
- Each volunteer is contributing only a few hours of time so you can enjoy the show.
- Most critical needs are for Registration and Field Parking under the guidance of an experienced CTR Leader.

Make the commitment to help this event be another great CTR event. Email Volunteer Coordinator Pete Farrell **TODAY** at petefarrell@verizon.net or cell: 703-405-5845.



GW Parkway Run April 12th

CTR's more or less annual George Washington Parkway Run returns on Sunday, April 12th. The GW Memorial Parkway is definitely one of the more scenic roads to be encountered inside the Washington Beltway. In addition to being a major commuter route during the week, this landscaped road is also a national park.

We're going to try something a little different this year and meet at Katie's Coffee House located at 760 Walker Road, Great Falls, Virginia 22066, instead of along the Parkway itself. We will meet at 9:45 and plan to be on the road by around 10:15 AM. We will have a pit stop at the Columbia Island Marina located near the Pentagon before completing the run down the southern portion of the Parkway. After the run, we will have lunch as a group in the Alexandria area. (If you don't plan to stay for lunch, please let me know – last year we our head count was a bit shaky.)

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

Look for an evite as the date gets closer or RSVP to me at artfournier@comcast.net or 410-535-0690. Hopefully spring will finally happen this year!

Trending with CTR Member Projects in Brief



Left: Tim Shalvey and Steve Mumma lend a hand installing the hardtop on Lionel Mitchell's maple TR6 restoration project

Above: Jay Christopher's GT6 bumpers rechromed by Hanlon's of Richmond, VA, and Patrick Carter's Spitfire speedometer rebuilt by Nisonger's of Mamaroneck, NY

CTR Winter Luncheon

February 21st

Tom Burke

3-10 inches of snow, some freezing rain, temperatures in the 20s...

The weather forecast for the Winter Luncheon was perfect. However, it was perfect for a ski weekend. For a gathering of 30-some CTR folks at a cozy restaurant in Glen Echo, it was a little less than perfect. But, the die was cast. As the "organizer," I knew I HAD to go, and I knew that some hardy/crazy band of club stalwarts would set forth to attend as well. As the morning sun rose behind a steadily increasing layer of snow on the roads, the "Evite" guest total dropped, like the thermometer, from 28, to 24, then 18, then 12. My phone began to ring with others offering their regrets. But, I knew that our farthest flung membership, Steve O. and Ho Yong from the Distant Lands of Stafford, Art the F. from the Plantations of Calvert, and Lionel the Bold with Maid Nancy from The Western Battlegrounds were all out there testing their four-wheel steeds against the storm and the traffic. Who else would come and from where else, was anybody's guess?



I called the Irish Inn at Glen Echo. Unfortunately, they answered. Though I kindly offered that we would be happy to order off the menu, they replied, somewhat icily (heh), that the food (for 30) was in the oven and they would anticipate our arrival (no doubt with the same level of anxiety that I anticipated my departure). I set forth from the snow-covered Monts of Gomery into a scene from Dr. Zhivago, only instead of clattering carriages and Julie Christie, I was met by swerving pickup trucks and a bunch of idiots, out of their cars, scrapping their windshields under the overpasses of I-270, with nary a snowplow to be seen.



As I reached 270, I received a call from Art the F., who advised me that he had suddenly come down with a bad case of sanity, and that he was turning back to the Summery shores of Chesapeake. "If a sturdy soul like Art isn't going to make it," I thought, "who will??" Then I thought, "If Art isn't going to make it, what the hell makes me think I will??" At a fairly steady 5 miles an hour, with Ridgeline the Honda breaking a trail, I reached the Beltway, which was bumper to bumper with folks like me, warily waiting for the other folks like me to screw up. I did not screw up, but only because I quickly got off onto River Road and took my time down Goldsboro Road to the Glen of Echoes.

I pulled into the parking lot, picked a level spot and, through 6 inches of snow, I walked into the Inn and, because the world is an odd place, there were people, and a lovely dining room full of place settings, most of which would not be used. I was the first CTR musher to arrive and, as I went out to the car to get my phone, another hardy Honda, bearing a somewhat relieved-looking Lionel and Nancy rolled into the lot. We walked into the dining room to see pans of Shepherd's Pie, Pasta Primavera, Potato Leek Soup, and salad and desserts. We might get snowed in, but we would not starve. Shortly thereafter, Jay and Maureen Donn arrived, looking as surprised to be there, as we were surprised to see them. (Likewise, they drove a Honda Element, just

sayin’.) Then we were pleased to be joined by Jeff and Marcy Knepp, late of the club, but local to the Glen, so they were not so surprised to have made it, but they were pretty surprised that the rest of us had. Drinks were ordered, plates were loaded, and we decided to make the best of an improbable situation. We got occasional text messages from Steve and Ho Yong. They had left an hour before I did, and it had taken me two hours and they were not driving a Honda, just a redoubtable Ford Exploder, so we figured they were doomed. But the messages kept coming, though they were stuck at every place you could get stuck, behind the afore-mentioned bunch of idiots. But we were warm, and the beer was cold, and the conversation was cheerful, in a way that only cheating disaster can make it. Bob the Fox arrived, bearing the same nice-to-be-here!/why-did-I-do-this? look we all knew so well. Finally, just before 3:00pm, after leaving home at 10:30am, Steve and Ho Yong arrived. I was not surprised to see Ho Yong, but, I had figured that she would have killed Steve by then.



Previous page left: The view from Tom Burke’s windshield—the sign says “icy road conditions possible”

Previous page right: The Irish Inn at Glen Echo—a good place to visit on a nice day

This page left: “We Happy Few” from left to right Jay and Maureen Donn, Lionel and Nancy Mitchell, Marcy and Jeff Knepp, and Bob Fox

This page above: The view from Stephen Oertwig’s windshield “the reason I was late”



But that was it. Ten out of thirty. I will say that the food and the service were outstanding. And we all agreed we should try the Irish Inn at Glen Echo again some other time, perhaps during a Hurricane. We had the pleasure of thanking Jeff and Marcy for their hard work and service as BOG Co-coordinators and we all had the greater pleasure of making an indelible memory out of a cold, snowy, improbable day.





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When Will I Be Loved?

Tom Burke

In the spring of 1975, Linda Ronstadt released “When Will I Be Loved?” A few days later, Jaguar/Rover/Triumph dealers released the Triumph TR7.

In retrospect, Linda’s lament could have been the theme for Triumph’s unloved and somewhat unlovely new entry to the sports car market. Magazines and enthusiasts were either appalled or intrigued by the wedge-shaped coupe that marked a complete departure from Triumph’s long tradition of sports cars that were clad in chrome and wood, powered by cast iron pushrod lumps, and loved by a steadily-declining number of folks who cherish that sort of thing. But Triumph felt that the 20th Century had been around for 75 years and since it probably wasn’t going away anytime soon, they decided to finally build what some called, disdainfully, “a modern car.” Today, 40 years later, at Britain on the Green 2015, we celebrate that “modern car,” that came too soon for some enthusiasts, and too late to save Triumph from the other “modern cars” of Japan, Germany, Italy, and even America.



Though it was the most advanced sports car that Triumph could build, the TR7 suffered from more than a few “modern problems”: shoddy build quality, an aluminum head badly bolted to a cast iron block, a choking array of emission controls that mostly limited power, and a litany of warranty problems that earned it the hatred of both owners and dealers. Some of the early criticisms changed to praise when the drophead coupe arrived a few years later with a much more beautiful convertible style, followed by the aluminum V8 that made the TR8 a true “British Corvette.” *Car & Driver* said the TR8 was “Nothing less than the reinvention the sports car,” but alas, it was nothing more than the last gasp of a dying, poorly managed, once proud, British marque.



In recent years, the wedge-shaped “Flying Doorstop” that fit so neatly into the diagonal garages in the TV commercials has begun to fit in with its wire-wheeled, wood-dashed brothers. Triumph drivers who once reveled in the early models’ somewhat less-than-smooth ride and somewhat-reminiscent-of-a-barstool seats are finding that the “wedge” has a lot to offer. Take a ride in a TR7 or TR8 and you will find a light-weight unitized body/frame, a smooth, quiet ride, effortless, accurate handling, seats that make a long drive a real pleasure, and a heater that can not only be heard, but actually felt! The body style that seemed too “modern” in 1975 is now just retro enough to be, perhaps, “post-modern”? (OK, the bumpers are still hideous, but you can parallel park on any street and feel quite confident that no one is going to crimp your chrome or bend your bodywork.)

In 2014, more than 75 TR7 and TR8 drivers joined the not-so-modern part of the Triumph family in Dobson, NC for the VTR Convention. Overcoming the reliability problems of the past, as well as years of neglect and disdain, the Wedges had arrived, in every sense of the word. Under the shady trees of Shelton Vineyard, for a growing community of TR7 and TR8 lovers, there was finally an answer to the heartfelt question that Linda Ronstadt asked, 40 years ago.



Some of the Wedges at VTR 2014
in Dobson, NC

The Revs Institute

Art Fournier



If you find yourself in southwest Florida, be sure to allow time to visit the Revs Institute in Naples. In addition to an extensive research library, the museum is home to the renowned Collier Collection that includes over 100 milestone automobiles built between 1896 and 1995. The collection has been rated as one of the finest collections of sports cars in the world. The automobiles are divided into four groups: Automobility, Vitesse, Porsche, and Revs. Automobility includes milestone cars that shaped the way we live and travel. The Vitesse section traces the evolution of race cars. The Porsche collection focuses on 30 years of innovation by, well, Porsche. And Revs honors the men who shaped auto racing sport. Included is the Briggs Cunningham racecar collection. The cars are maintained in roadworthy condition and, like the cars in the Simeone Museum, are driven periodically and in events.

The collections are housed in a modern museum building that allows you to get close enough to the cars to examine them from all sides with no ropes or barriers to block your view. (But, of course, no touching!) There are docents on hand in each area of the museum to answer any questions. Non-flash photography is allowed. (My camera would not cooperate with the non-flash requirement, so the car photos shown are from their website.)

Hours are limited and appointments are required. For more information see their website: <http://revsinstitute.org/>



At the Revs Institute in Naples, Florida. Sunshine, palm trees and fantastic automobiles!



1930 Duesenberg Type J Phaeton



1952 Cunningham C-4RK



1935 Bugatti Type 35 B/T



1969 Porsche 908 LH

The Vintage Triumph Register

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

The Vintage Triumph Register
PO Box 655
Howell, MI 48844



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



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Replacing the TR7 Steering Column Bushing

Stephen Prior

Tools Required:

- 11/16" wrench
- 3/16" key wrench
- 13mm ratchet with extension
- 13mm wrench
- Liquid Wrench
- Bushing (Poly) UKC22322P, washer WA600121

1. Crawl under the dash and loosen the lock nut (11/16" wrench) on the steering column.



2. Loosen locking screw (3/16" Key wrench), do not remove.



3. Lift the bonnet and locate the steering knuckle (top view).



4. Using the ratchet/wrench loosen but do not remove the 13mm nut on the steering knuckle (side view).



5. At this point the goal is to pull the steering column from the steering knuckle by pulling up on the column from inside the cabin. In order to facilitate this you will probably need copious amounts of liquid wrench here, and here.



6. And more here.



7. As this is a collapsible steering column you will grab here and pull up until the column pulls free from the steering knuckle. See below. **CAUTION: If you are doing this solo try not to rotate the steering wheel /column.**



8. Pull the knuckle away from the steering column and remove the old bushing, if still there.



9. I brought a pot of water to boil, dropped in the replacement bushing and carried the pot to the garage. It took me under two minutes to get the bushing seated.
10. Push the steering column back through the firewall. If you have a second pair of hands then the process is easy. While one person holds the column in place, the second person puts the washer in place and slides the knuckle back onto the column. Before tightening anything verify you have the steering wheel aligned the way you want it. Tighten the 13mm nut on the knuckle and then the locking screw, followed by the lock nut.
11. For a single person job, you basically just walk back and forth between the footwell and the bonnet until you get everything aligned and tight.



CTR Name Badges. We will place our next order for CTR name badges on April 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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CTR joins with DVT in Hershey to see the Art of Lotus

February 28th
Stephen Oertwig

Five Capital Triumph Register members met seventeen Delaware Valley Triumphs members February 28 in Hershey, Pennsylvania, to view the magic of Lotus cars and see America's automobile legends.



Art Fournier, Lionel Mitchell, Stephen Prior, Tom Burke and Stephen Oertwig met DVT members at the Antique Automobile Club of America Museum to view the featured display on Lotus: The Art of Lightness.

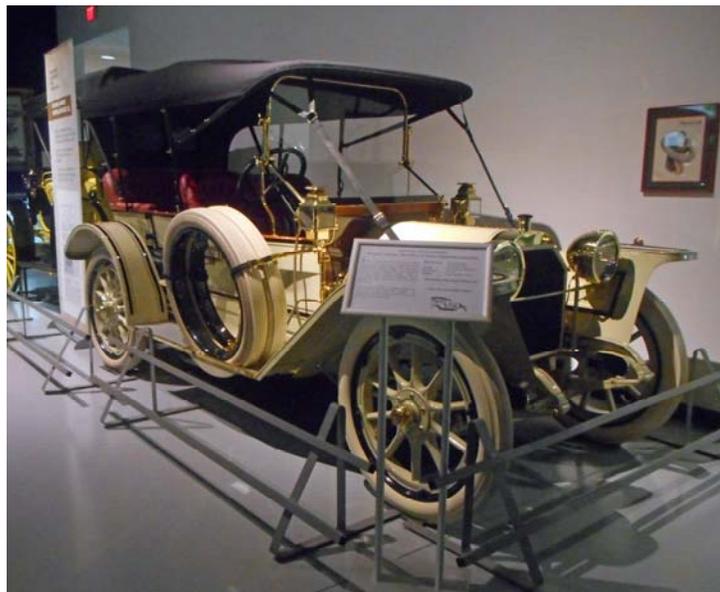
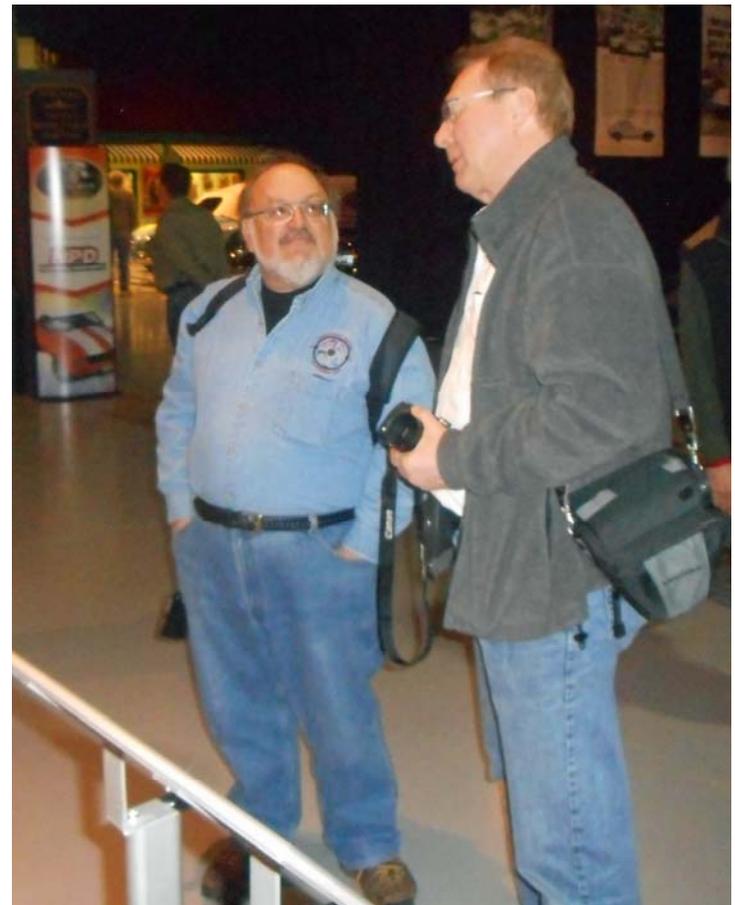
CTR members have a strong connection with DVT and continued the winter tradition of museum visits with Triumph friends from the Philadelphia area.

DVT member Dave Hutchison helped provide information about Lotus cars and the many techniques used to reduce weight.

A wide-range of Lotus cars was on display, but were overshadowed by the area devoted to Tucker. A complete wing of the AACAA housed the Tucker collection, which was willed to the museum by David Cammack who passed away in 2013. David provided CTR members a look at the Tucker collection in Alexandria a few years ago.



Left: Stephen Prior, Tom Burke, and Stephen Oertwig
Above top: Art Fournier, Tom Burke, Stephen Prior, Lionel Mitchell, and Stephen Oertwig
Above: DVT member Dave Hutchison of Ragtops & Roadsters discusses a Lotus restored at that shop



*Top left: Stephen Prior with one of the three Tuckers on display along with an extensive collection of Tucker engines and memorabilia
Top right: The AACA Museum focuses on early American cars, but has a large collection of buses along with some oddities such as the Hershey Kissmobile
Above: DVT director Bob De Lucia and CTR president Stephen Oertwig*

Personal Triumphs: An Interview with Don Clarke

Christopher Yurasko

Tell us a little bit about yourself.

I was born and raised in Kansas City, MO, college in New Orleans, military service USAF (stationed in New Haven, CT, Osan, Korea, Omaha, NE), moved to DC area in 1965, married in 1968, moved to Arlington, VA in 1970, where I have lived the past 45 years.

You mentioned that your first car was a TR3, can you tell us about that? When did you get it? What happened to it?

A 1960 TR3A, bought used in 1963 for \$1,200, while stationed in Omaha during my last year in the Air Force. Drove it for about a year, then traded for a new, PininFarina-bodied FIAT 1500 Cabriolet, which is what I packed up in to move to DC. After trading away the TR3 and junking the FIAT 1500, had no sports cars, but hungered, via "Road and Track" magazine articles, after MG-TF 1500s, Jaguar XK-120s, XK140s, and XK-Es, as well as Lotus Elites, for their looks and mechanical features. However, never thought the bankroll and personal commitments suitable to take the plunge, until '92, when I bought the wedge.

Your current Triumph is a TR8, how did you get it? Do you have now or have you had any other Triumphs?

I bought it via a Wash Post ad in '92, while looking for a TR6. Did some research and thought a car with an American V-8



engine would be trouble-free. The wedge has been less than 70 thousand miles, total, and I have dropped many a penny into it. The looks have grown on me, and though it hasn't been trouble-free, the torque of the little V-8 is still exhilarating. The first time I entered it in BOG was 2014, which was when I finally got a repaint job and new interior.

What is your daily driver?

After my son was born in 1969, kept the FIAT Cabriolet for about a year, then switched to a used FIAT station wagon, then another similar model FIAT, then a VW Dasher diesel station wagon, then a Volvo 140 diesel station wagon, then a VW Dasher sedan, then a 2000 Subaru Outback. All of the above purchased used; now have a 2010 Subaru Outback (my first new-car purchase, except for the Cabriolet). The all-wheel drive is a big load off the mind in bad weather, and the creature comforts and conveniences are a pleasure.

Are you looking to add another Triumph or other British car to the fleet? Do you have a favorite story or anecdote about Triumphs?

I don't feel able to face another life's work type vehicle starting at age 75.

Anecdote: once, in 1964, while looking for an address on a dark country road in the TR3, I tried to turn around by backing into a driveway. The right rear wheel dropped into a grass-grown drainage ditch. The frame, which goes under the rear axle, was resting on the ground. I could push the car forward against the ditch edge, but of course not up onto the road. I engaged second speed, and pulled the choke out a little, which, for the first bit of its travel, advances the throttle stop. With the engine ticking over about 1,500 and the right rear wheel turning briskly in midair, I shoved the car forward until the rotating tire contacted the ditch

edge. Just as though I knew what I was doing, the flywheel effect of the rear wheel and the engine made the car climb out of the ditch onto the road. At that point, with no forward momentum, very little throttle and in second gear, the engine stalled and, since the clutch was engaged, the car halted. I stepped out of the ditch at my leisure, restarted, and motored away. Needless to say, I had no way to call for help or other means of getting out. I reckon this incident used much of my good luck allotment. The fortunate combination of horsepower, standard shift, throttle linkage, and other capabilities of the TR3 made possible a quick and easy escape from what could have been a long walk and expensive attempt to retrieve a stranded car sticking out into the road. Without the Triumph's configuration, it would not have been so easily doable.

Where are your favorite places to drive?

Although it has been many years since I have done it, I still have good memories of Skyline Drive and the Blue Ridge Parkway, from Luray, VA, down to the area of Asheville, NC, during the autumn of the year. East Rock, a tiny monolithic park in New Haven, CT, has numerous hairpin switchback curves, so tight one can look down on the road one has just traversed a moment before.

You drive Triumphs, but what drives you?

Mechanics in general, tools and machines that are esthetically pleasing and exquisitely designed, Campagnolo bicycle components, for example.

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

We are so fortunate to have people such as Lionel, Stephen, and Art who devote so much time and thought to organizing occasions that will engage the members' interest. I cannot think of a specific change that would improve on their performance.



Don and Dawn Clarke admiring, what else, a TR8 at the Simeone Museum in 2014.



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CLASSIFIED

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

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

Wanted: New member looking to buy a nicely restored, black TR3A or TR3B. Please email mattoffen@yahoo with interest

FREE tire chains for your Triumph tow vehicle! Never used set of tire chains fits 235/70-15, 225/75-15, 235/85-16, 225/74-14 and many other size tires. First one who calls or emails can pick them up in Falls Church. Contact Hank Seiff at seiff@verizon.net or 703-534-7860.

Triumph Wire Wheels. Four TR6 wire wheels with red line Michelin tires (worn). Bought chrome wires for my Triumph. Wheels in very good condition. Make offer. 301-253-5182 or Kend@globetrottermgmt.com

Space for rent to store and work on your car. The shop is located in the Springfield/Newington, VA, area. The shop has gas heat, an alarm system, and common tools that you can use (drill press lathe, mill, welder, shear, compressed air, etc.). The rent is \$190 per month. We also have another spot in the aisle for rent for \$115 per month. There's actually only one spot but I can move my cars around so that either the \$190 or the \$115 spot can be available. If any of you are interested in renting a space to store/work on a car, e-mail me at capitaldriving@yahoo.com or call me at 703-721-1771.

Wanted: New member is seeking a **J-Type Overdrive Transmission** for the late model 1974 TR6 he has owned since 1974. Willing to pay a price commensurate with condition. Please contact Don Sheehan at donaldsheehan@msn.com with an offer and/or information regarding same.

1956 TR3 (small mouth). Yellow with tan interior. In good running condition. New tires and the gas tank has recently been removed, cleaned and coated. I'm thinking value to be mid-twenties. Ruth Renkenberger renk@atlanticbb.net or 410-822-6061.

EVENTS

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

Apr 10 - Deadline for the April edition of *The Standard*

Apr 11 - Williamsburg British Car Show, Chickahominy Riverfront Park

Apr 12 - GW Parkway Run *CTR*

Apr 18 - BOG Site Survey at Gunston Hall

Apr 22 - BOG Stuffing Party

Apr 25 - BOG set up at Gunston Hall

Apr 26 - Britain on the Green at Gunston Hall, Lorton, VA *CTR*

May 2 - London Auto Tech Session *CTR*

May 8 - Deadline for the May edition of *The Standard*

May 12 - CTR ESB Meeting, Arlington, VA

May 14-17 - Jefferson 500 and Kastner Cup at Summit Point Raceway, WV *CTR*

May 15-17 - Carlisle Import and Kit Car Nationals, Carlisle, PA

May 30 - Cars and Motorcycles of England, Oakbourne Mansion, Westchester, PA

May 30-Jun 7 - British Car Week

Jun 6 - Moss Motorfest, Petersburg, VA *CTR*

Jun 6 - Orphan Car Tour, Howard County, MD,

Jun 7 - The Original British Car Day, Lilypons, Adamstown, MD

Jun 13 - George Mason Day, Gunston Hall *CTR*

Jun 16-19 - TRA Nationals, Solomons Island, MD

Jun 21 - Sully Antique Car Show, Chantilly, VA

Jun 28 - Brits By The Bay, Westminster, MD

Aug 6-8 - The Roadster Factory Summer Party, Armagh, PA *CTR*

Aug 11-14 - VTR National Convention, Fontana, WI *CTR*

*** Much More to Come ***

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



The poster features a circular logo at the top left with the text "CAPITAL TRIUMPH REGISTER" around a globe. Below the logo, the text "Triumphs in the Heartland" is written in a stylized font. To the right of the text is a silhouette of a house with a Union Jack flag on its roof. Below the house is a silhouette of a windmill and a car. The background is a gradient from light blue at the top to yellow at the bottom.

VTR 2015 - Fontana, WI
 August 11-15, 2015
 Celebrating Fifty Years of the
 Spitfire Mark II and the TR4A
 Hosted by the
 Illinois Sports Owners Association 
 2015vtr.com

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: Which Triumph did not feature a power bulge?

- A. TR5
- B. GT6
- C. TR2
- D. Italia

Answer: C. TR2. A power bulge is a bump on the hood that allows for a larger engine or components and gives the car the appearance of being more powerful.



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