



# THE STANDARD

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*Triumphs on the track at Summit Point Motorsports Park during the Jefferson 500 races, which included the all-Triumph Kastner Cup. For more on these events, see page 6.*

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## From the President

By Stephen Oertwig

### Today's gas is not the gas Triumphs were built to use

Electric-powered cars are common on today's roads and allow drivers to cruise on by filling stations. Even hybrid cars stretch out the time drivers have to fill up.

Triumph drivers aren't so lucky. Triumphs aren't known for squeezing 100 miles from a gallon of petrol, even an imperial gallon. There are worse problems than just trying to squeeze the last mile out of a drop of petrol.

Lucky owners of late Spitfires and TR7s and TR8s don't have to fret about the sign that reads, "UNLEADED FUEL ONLY." Drivers of other Triumphs were built to use leaded fuel and may need the heads converted to use unleaded fuel.

Worse yet is no Triumph was built to use ethanol-blended fuel. This has been a topic of discussion since ethanol gas became available widely in 2003. Ethanol is labeled the root of all evil when classic car drivers gather. It may be true.

There are some benefits of ethanol-blended gas. There is no varnish from gas sitting in a car over winter or even longer. I bought a Sports 6 in 1986 before ethanol was common. The carbs were gummed over with varnish from gas sitting in the car for 10 years.

Problems outnumber benefits for drivers of old cars. Yes, our cars are old. Britain on the Green celebrated the 40<sup>th</sup> anniversary of the TR7. An obvious problem is a decrease in fuel economy of 3 percent when using E10, the label for gasoline that is 10 percent ethanol. E15 and E85 blends cannot be used in Triumphs.

A few CTR members have reported fuel problems lately with their cars. A problem during the 400 miles driven the last week-end of British Car Week made me suspect bad fuel or problems caused by ethanol. The 2000 lost power as if it was starving for fuel. One possibility is ethanol has loosened the gunk in the tank and the gas tank outlet is blocked. Draining the tank will tell more.

Nonethanol-blended fuel is available, but not widely. There are websites that list outlets that sell straight gasoline, or E0. One site is <http://www.buyrealgas.com/index.html>. It costs more per gallon and many outlets are marinas since most boats cannot use ethanol.

People who have noticed fuel leaking from rubber hoses are victim to the effects of ethanol. Ethanol is corrosive to rubber and plastics.

What is the best way to protect from ethanol-related problems? Drive your Triumph often. Most people don't use their Triumphs daily anymore, but it is not good to let a car sit for months.

One solution is to replace the gas in the fuel tank at least every three weeks. The shelf life of E10 gas is three months. Use of octane boosters is not advised because they contain alcohol, and like ethanol, attract water. A popular fuel stabilizer does not contain alcohol.

It also is possible to get a tank of bad gas. Save your gas receipts because that is the only way to prove to the retailer the purchase. It's hard to prove the gas was bad when you don't have a receipt.

We're trying to line up driving events in July. A rallye is planned for Maryland. Volunteers will be needed to work the checkpoints. It is a great way to be involved if your car is not on the road.

Drive on, and drive often (to burn the ethanol off).



## CTR Happenings

### Please Welcome CTR's Newest Members:

- ◆ Charles van Vlack, Oak Hill, VA, 1973 Stag
- ◆ Stephen Smalling, Sterling, VA, 1972 Spitfire, "The Green Weenie"

### Summer Events

On June 28<sup>th</sup>, several of us will participate in the Brits by the Bay show which is held far from the Bay at the Carroll County Farm Museum in Westminster, Maryland. The show is hosted by our neighbors to the north in the Baltimore-based Triumphs Around the Chesapeake club.

On July 25<sup>th</sup>, CTR will hold its annual Horse Country Drive over some delightful and scenic backroads through the western suburbs of Virginia. Details are on page 3.

On August 9<sup>th</sup>, the MG Car Club Washington DC Centre has again asked us to participate in their annual Test Drive event to be held at the Bull Run Regional Park near Centreville, Virginia.

This is your chance to drive a variety of MG and Triumph models along with other interesting cars that have been known to appear. Look for details in the July newsletter.

On August 30<sup>th</sup>, we will hold our 22<sup>nd</sup> annual Cruisin' for Crustaceans run through Southern Maryland. Good roads, good company, and good crabs! (Although Maryland crabs are scarce and pricey so far this year.) Details will be in the July newsletter.

We'll also try to schedule other events, including a rally on the Maryland side of the Potomac. We're also looking at the possibility of tech sessions, additional drives, and Get Your Hands Dirty (GYHD) sessions. Speaking of GYHD sessions, if you have a project that requires a little help or expertise, consider hosting a GYHD. And if you just need a helping hand or bit of advice rather than a full blown GYHD, contact one of the board members or ask on our Facebook page.

### *Evites, Addresses, and Saving Trees*

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

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!

Want to save paper and receive your newsletter more quickly? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

### *CTR You Tube Channel*

Thanks to Christopher Yurasko, CTR now has its own You Tube channel where you may view BOG and CTR event videos. Here's the link: <https://www.youtube.com/channel/UCBXSxSCRFkEuK5z1tE5A/playlists> Post videos on You Tube, then send the link to Christopher ([cyurasko@yahoo.com](mailto:cyurasko@yahoo.com)) to be included.

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## Drive ~~Horse Country Gallop~~ Lionel Mitchell

This year Art Fournier and I will lead the drive into Virginia horse country on Saturday, July 25. The drive is open to all drivers, both spirited as well as those who want a more leisurely drive. I will lead the former group; Art will lead the latter one. We will organize drivers into two groups, and we will have more pauses than last year to reassemble all the cars. IF YOU HAVE NOT GONE ON THIS DRIVE IN PAST YEARS BECAUSE OF THE PACE, OR IF YOU DID AND DID NOT LIKE THE PACE, NOW YOU CAN ENJOY THE BEAUTIFUL SCENERY AT A MORE LEISURELY PACE.

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



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

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 6:00 PM for picnic dinner – BYO
- Optional stop back in Haymarket at Pickle Bob's for ice cream
- Rain date: Sunday, July 26; 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.



CTR and BOG are on Facebook.

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

# Happy Father's Day

## Wayne Winterling

On the occasion of this Father's Day, I would like to extend well wishes to all fathers, especially the ones that drive and enjoy a good British car. In thinking, I guess I should extend it to all of us men out there, as you sometimes might not know the exact extent of fatherhood, if you know what I mean! OK, I am just playing on the persona that comes with driving a Triumph, you'll know what I mean, and I still proudly represent the stereotype.

My name is Wayne Winterling and I have been a CTR member for about three years now. Although I am not active with our club, I recently promised Art and Mark that I would have a more prominent role. Over the past 41 years – I had to do the math twice to confirm this high number – I have had the pleasure of owning six TR6s. No matter what, I've always seemed to revisit my first love, the Triumph TR6, as depicted on my license plate of my current French Blue '73 with factory hardtop - MY1STLV.

I was one of the lucky ones and got my first TR6 when I was 17 years old. I honestly wore my father down when I convinced him to buy our neighbor's '73 Mimosa yellow TR6 with Chestnut interior in late 1974. We kind of shared the car together and I learned a lot about auto mechanics and tools through his mentorship and guidance. We had our share of ups and downs with the car, but we always had fun with it. I remember he hated the fact that his golf clubs wouldn't fit in the trunk and the car occasionally left "spots" on his precious driveway. I just parked on the lawn and killed the grass to get around the driveway issue and he owned a "boat" of an Oldsmobile that he could drive to the golf course. Some of his friends teased him about the car, as he was a big man in a little car, but I secretly knew he enjoyed it as much as I did. I learned in later years that his best friend throughout life, my "Uncle" Bob, owned a yellow Sunbeam "in the old days," that they used to "tool around in." Ah, like father, like son!

Although my father has been deceased for over a decade, I recently thought of him fondly when I visited Sandy Thomson at his family garage in Trappe, MD. Sandy graciously went over my car for an hour or so to verify road worthiness, as I was going to drive it in the big city (D.C.) for a week as a birthday present to myself. I know, cool gift, huh?! Every time I have visited Sandy and his stable of Triumphs, I have always seen his sons around participating in automotive excellence. For those who haven't had the pleasure of meeting his three sons, they each have a Triumph. Rob and Jonathan both drive TR6s and his youngest, Scott, is busy with his dad working on a GT6. If I was Scott, I assure you there would not be any rest until my dad and I conquered all tasks and my Triumph was road worthy. Hopefully, Scott is learning as much as he can about his GT6 from his father, which will help him achieve many years of driving fun. It is my guess that my thoughts about Scott are probably holding

true with Sandy and I would do anything to have this experience, yet again, with my father.

When I observed Sandy looking at my car, I actually thought to myself, *how cool is this that he is passing on the love of a Triumph*; which we all hold dear to our hearts and in high esteem! I don't have to codify the life skills you learn from working on your car, as we have all been there and experienced it firsthand in some capacity. What a great way to pass along these life lessons. I am not going to address the father-son or "male bonding" experience, as it would take our entire newsletter to reflect on that aspect and probably have a few of us in tears. I might be glamorizing British car mechanics and the love of a Triumph a little too much, but I know you get it. So, with that in mind, I say "Kudos" and thanks to Sandy Thomson and all fathers who have shared their love and talents about Triumphs with their children. With folks like them, our legacy and love of our car will live-on in future generations. I dedicate this article to Sandy Thompson and his boys, as well as the memory of my own father.




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- BRUCE McLAREN

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## Moss Motorfest Draws Good Showing from CTR

Stephen Oertwig

Moss Motors Virginia opened its gigantic warehouse to British car and Miata owners June 6 in Petersburg. The Moss Motorfest drew about 300 cars at the inaugural show.

CTR had a good turnout and took home awards in the popular voting. Robert Fox won second place for this TR6 and Stephen Oertwig took honorable mention with his 2000 in the British open class. Also attending were John Buescher, Kelly Alford (TR6), Donald and Melodee Sheehan, Rich Townsend (TR6), Steele Lipe (TR3) and Sandy Thomson and family (TR250 and TR6).

CTR members formed a caravan from the Fredericksburg visitor's center to navigate the I-95 raceway. Kevin Denison joined the group with his TR7 and Stephen Prior did sweep duties. The early morning drive was going well until Kevin developed problems with the TR7 and was a DNF. Stephen Prior stayed with Kevin to wait for a flatbed ride back to Front Royal.

Fox, Oertwig and Alford picked up Richmond Triumph Register's Jim Coleman in a TR8 just south of Richmond to make the drive to Moss.



*Moss Motorfest was a CTR reunion for members across the region. Rich Townsend, left, drove to Petersburg from North Carolina to see Melodee and Donald Sheehan, and John Buescher.*



Moss' show was worth the trip because of the chance to see the massive warehouse Moss has. The upholstery cutting room is a marvel of technology. Moss offered 15 percent off parts orders during Motorfest.

Moss Virginia still is maturing. The car show was a parking lot venue for the most part. All TR6s were in one class, and there were more than 30 TR6s. Competition was tough between early and late TR6s.

A Triumph did win best of show for Motorfest. A wedge-wood GT6 Mk1 was the queen of the show. It was fresh from restoration on its second showing. Rumors were that it was a \$50,000 restoration.



*Kelly Alford*

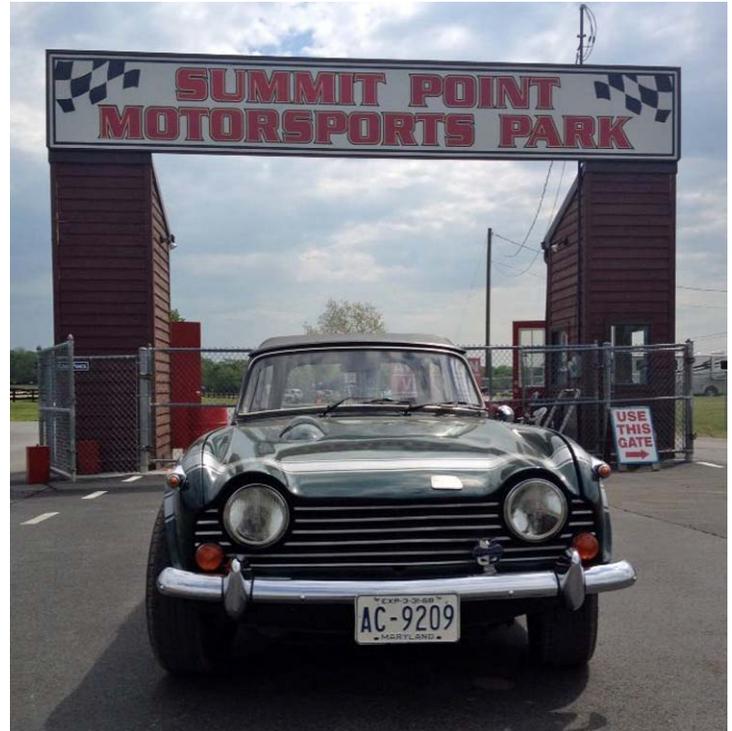
# Jefferson 500 and the Kastner Cup

May 16<sup>th</sup>  
Art Fournier

The Kastner Cup was just one of a series of events held as part of the multi-day Jefferson 500 races held at Summit Point Raceway in West Virginia between May 13<sup>th</sup> and 17<sup>th</sup>. On Saturday, May 16<sup>th</sup>, there was a car show and parade laps of the track to be followed later in the afternoon by the all Triumph Kastner Cup race.

I elected to go for only for the Saturday events and joined up with Lionel Mitchell, Bob Fox, and Sandy and JoAnne Thomson in Haymarket, Virginia, to caravan from there to the track. Another CTR contingent including Tom and Mary Burke, Vince Zalenski, and René Burcksen formed up near Frederick, Maryland, while others drove up solo or spent multiple days at Summit Point.

In order to sign up for the parade laps, you had to be entered in the car show. There was a single class for all Triumphs with



judging to be done by Kas Kastner. As it turns out, he didn't do the judging; in fact I never saw him while I was Summit Point. In addition to a lot of Triumphs, there was quite a crowd of MGs on hand, mostly MGCs which were having their annual gathering in West Virginia at the time.

CTR had a couple of canopies that provided some welcome shade and a place to hang out. Tom Burke and Stephen Oertwig gave away old (pre 2015) Britain on the Green posters and had bottled water on hand. There didn't seem to be any sort of public address system so it was a bit hard to follow what was going on, e.g., what constituted the car classes on the course at any given time. The event was obviously geared toward participants and not spectators.

The word on the street was that the minimum speed for the parade laps was to be 70 mph. 70 mph MINIMUM! – what have I gotten myself and my poor TR7 into? It turns out my apprehension was for nothing; 70 was the top speed allowed. This was enforced by a GT40 pace car and a no passing rule. The three parade laps were a hoot with 20 or so Triumphs spreading



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*Previous page top: Arleigh Cottrell's TR250 at Summit Point  
 Bottom: René Burcksen's TR250 in the line up for the parade laps.  
 The Ferrari on the right was the chase car.  
 This page above: Stephen Oertwig's 2000 saloon in the parade laps  
 Top right: Scott Thomson captures himself and his father's TR250  
 prior to the parade laps  
 Bottom right: Some of the usual suspects: Art Fournier, Lionel  
 Mitchell, René Burcksen, RJ Fortwengler, and Bob Fox*



out on the straights and bunching up in the corners. The Summit Course is about two miles long, so the three parade laps only took a total of six minutes or so, but it was certainly the high point of the trip for me.

As the afternoon progressed, it became obvious that it was going to rain prior to or during the Kastner Cup race. Betting on the come, I decided to head home before the rain started. That turned out to be a good call. Due to heavy rain, the race was cancelled and rescheduled for the following morning. (And from what I understand, the track was a bit on the wet side when the race finally took place Sunday morning.)

*(Continued on Page 8)*



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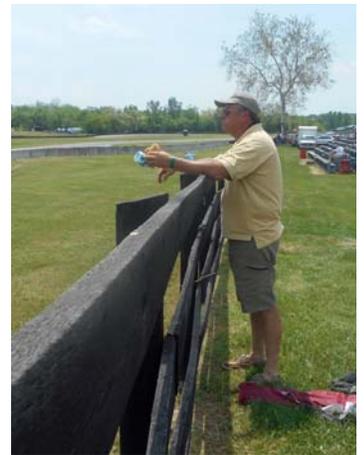
The Kastner Cup (Continued from Page 7)



Above: "They went that-a-way!" Mary and Tom Burke enjoying the races from the shade of the CTR canopy.

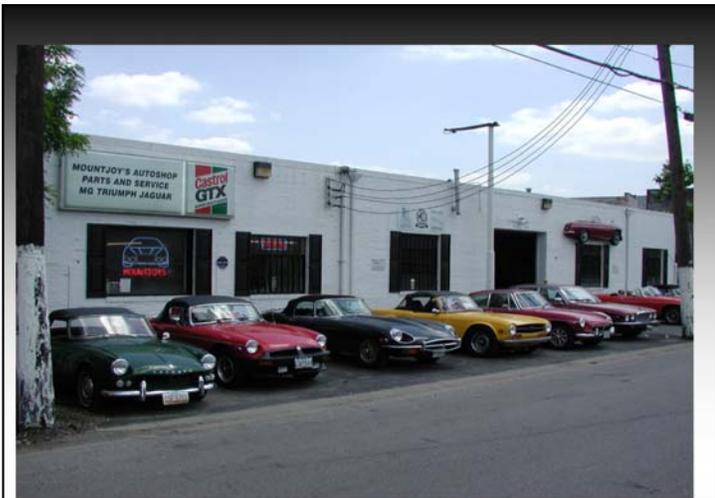
In addition to those already mentioned, some of the other CTR members on hand included Heath and Sandra Bjordahl, Tim Cornish, Arleigh Cottrell, RJ Fortwengler, Don Sheehan, Erik Sulcs, Rob, Jonathan and Scott Thomson, and Scott Tilton.

All in all, it was a very interesting way to spend a day. And I'd do it again at the drop of a hat for another chance to do parade laps!



Above top to bottom: Arleigh Cottrell and Tom Burke; RJ Fortwengler and Lionel Mitchell; Stephen Oertwig; Triumphs at the car show

Above top to bottom: Jonathan and JoAnne Thomson; an Italia doing parade laps; Sandy Thomson; Art Fournier's TR7 in the parade laps



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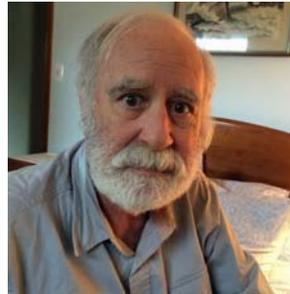
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# The "R" Column

Bill Goodwin

Some of you might have noticed I have not been very active the past few months. The last week of April I suffered a pinched nerve on the lower right side of my back. Doctor gave me some pills, but did not help much. For the first time in 10 years I missed BOG; no other Heralds showed.

On Friday May 1<sup>st</sup> I woke up with a bad pain in my lower colon. Off to doctor and he sent me to the local emergency room to be evaluated. After much testing I was told I had a blockage. Gave me medication and pain pills and made an appointment with a colon doctor for Tuesday. Colon doctor looked over the tests and had me go back to the hospital for more testing. He met me later that afternoon and decided to admit me and operate. Woke up Wednesday in recovery on a ventilator. Thursday took me off the vent and was told the blockage was quite large and they had done bowel resection. I felt OK and was in no pain. They had me up for a few steps then sat in a chair for a few hours. Could not go far with all the tubes and things stuck in me. Same for next few days and I could not eat or drink anything. Come Monday I could have fluid only diet and drink. By that time my system was working normally and went to solid food Tuesday. Wednesday I was discharged and went home. Again I was in no pain. I could get up from the TV room to the bed and bath rooms and walk around a little. Lucky our house, the main living area is on one floor (no steps). After a few days I felt better and could get up very well, even sitting out



our rear porch.

After 10 days at home went to doctor who said I was progressing very well and removed the drain tubes. The next week I was able to go up and down the steps and go outside. Getting better each day. I have even been able to use my big tractor and have cut the grass twice. Last Monday friends came for two days. I managed to get my Galaxie out and with Carol driving we took an 8 hour drive with the top down stopping for lunch and dinner. Next morning I drove my Chrysler and we all went out for breakfast. Things are coming along good and I have been out a few times. Have had many friends come over for a visit. The doctor tells me I should be in great shape for the Ten Country Run (10CR) in September. I have been going to PT for the pinched nerve and it is better. I can relieve the back pain with an ice pack. So all in all I am doing well and above all no pain. I have to say we have a very good local hospital with many top notch doctors. The hospital is part of the George Washington Hospital and Johns Hopkins in Baltimore, two of the best in the US. So far all costs have been paid by our insurance. I have a home health service provided and they come twice a week. I think this will be the last week I will need them.

Saturday June 13, I managed to make the Gunston Hall Event. First time my Herald, Britwit, has been out since the Parkway Run. Though on the warm side it was a nice day and the car ran great. From the time I went into the hospital till about four weeks at home I was not able to shave. But now the beard is gone and I look as I did before all this. Looking forward to getting back into the club events and hope to see you all soon.

## 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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# Timing is Everything

## The “Why?” Behind the “How?”

Peter Philips

Herein I hope to create an understanding of why we do what we do when we time our Triumph’s engines. We all pretty much know how it’s done. (I timed cars for years not really knowing why I was doing the things I was doing.) The jargon that has built up around timing is every bit as arcane our government’s terming the Grenada invasion a *pre-dawn vertical insertion*.....

To get your head around the whole issue of timing please understand that if you get it right you will be richly rewarded. A properly timed engine, with a distributor set up with the proper “advance curve,” will give you everything the fellows back in Coventry meant for you to have at your throttle foot’s command.

To understand “timing” it is necessary to understand “combustion”. Think of combustion as a “process”; not as an “event.” (Last Sunday when you tossed a wooden match into the Weber cooker, into which you had squirted copious amounts of starter fluid, you were treated to a satisfying *WHOOSH*. What you heard was the combustion process taking place. Think of the match as the spark arcing from the electrode of the sparkplug. (Think of the aroma as that of the hair that is no longer on your right arm.)

Had you been an aficionado of the grill you might have had high-octane starter fluid. In that case the *WHOOSH* would have taken longer. (When quizzed 90% of American motorists said high test fuel burned “more rapidly.” Again H.L. Mencken was right about betting on the intelligence of the public at large.) Though it is counter-intuitive high test fuel burns more slowly than lower octanes.

Heat effects the duration of the process. The *WHOOSH* would take less time in August when it is 98 outside than in February when it is 5 below. Perhaps you have experienced “knock” on warm days when none is present on colder ones. (Perhaps you do not drive your Triumph on cooler days. If this is the case you should try it.)

Stepping away from the grill ponder this. Load effects combustion time. With greater load, combustion time decreases. Perhaps your Triumph will knock when pulling a long hill?

Now let’s get some of the lingo under our belts. Some of this is really counter-intuitive. Let’s begin with “advance.” Forget what you know about advance meaning a movement “toward” something. When you “advance” your timing you are advancing the point of spark BEFORE the piston on number one cylinder

reaches Top Dead Center. Read that once again. If this is not fully comprehended you should move to the comics, forgetting the rest of this learned treatise.

Political correctness has not found its way to the tune-up bay. We still speak of moving the spark closer to Top Dead Center using the word RETARD. No, gentle reader we do not call the process “disadvantaging” the spark, not yet anyway.

So if you are setting the timing of the spark closer to Top Dead Center you “retard” it and if you moved the timing of the spark away from Top Dead Center you “advance” it. I don’t know about you but I found this befuddling until asked to teach the subject. Then I was forced to think the process through.

Tell me you know the four strokes of the internal combustion engine. (You may take a moment to reflect.) We light the spark when the piston is compressing the air/fuel charge on the *compression* stroke. I think we all knew that. What gets lost in the mental shuffle is that the *WHOOSH* completes when the piston has gone past Top Dead Center and is hurtling down the bore on the *power* stroke.

Now as a high profile public official asked rhetorically in a hearing not long ago “what difference does it make?” The answer to this question is the missing point of most written pieces on this titillating subject. Are you ready? Here it is ....

**Timing efficiency is maximized when the *WHOOSH*, combustion process, is complete at the point when the crankshaft is 20-30 degrees Past Top Dead Center. Henceforth this will be referred to as the *Sweet Spot*.** (Picture the piston not yet quite half way down the bore. Got it?)

Now picture a bicycle’s pedal with a big foot pushing on it. We know that to be efficient we push that pedal before it gets halfway down. Push early some muscle power is directed down the pedal arm to the crank. Push late and your foot chases the pedal to the bottom. Now think of the pedal as the top of the piston.

Simple huh? We set the timing so the spark plug fired at just the right point so the combustion process it began was complete at the *sweet spot*. Get it wrong and just as with rental bikes we see with the seats set low and the overweight riders pushing the pedals at the top of the stroke leverage efficiency is lost.

Were your Triumph powered by an old make-and-break stationary engine we would be through with our learned discourse on timing theory. OK, OK some wags over in the MG camp may think that is exactly the case yet for the sake of argument let's say they are misguided. You see since our engines operate in about a 4000 rpm range we have reason to soldier on with this.

Again you are asked to visualize. You can envision the *WHOOSH* being complete in the *sweet spot*. Now look at the tachometer. It says your engine is at idle, a lumpy 750 rpm. You know that unless we change octane, temperature or load the combustion process will take the same time even if we REV the engine way up. Let's do that. Now the tachometer tells us we are running at 4000 RPM.

Now where is the piston relative to the complete combustion, *WHOOSH*? The piston has out run the *sweet spot*. It is way down the bore being chased by the completed combustion. Now we know, because we understand these things, that if we "advance" the spark, making it occur sooner we can get the piston in the right place relative to complete combustion for efficiency. Let this sink in; it is important.

Enter mechanical advance.

In 1931 Chrysler engineers put spring loaded weights beneath the breaker points. As RPM increased the weights moved out with centrifugal force moving the plate and advancing the spark. Tinkering with the fulcrums and spring tension they could slowly advance the spark so that the *sweet spot* was maintained.

Yet ....

We know that as load changes combustion time changes. We also know that when load changes intake manifold vacuum changes. Cruising along a country road with the throttles just cracked open your Triumph is not under load; your manifold vacuum is high. Your combustion time is quite long and it is likely the piston is beyond the *sweet spot* when the *SWOOSH* takes place. Now as attuned as you are to your noble steed you do not feel this inefficiency since your car is not pulling. Inefficient engines consume more fuel than efficient ones. If we do not adjust timing for load you will pay the price at the pumps.

In 1932 the engineers at Packard harnessed manifold vacuum and had it move the plate beneath the points to advance the spark under these light-load conditions. The sweet spot was maintained and fuel efficiency was improved. OK, the hot shoe racer boys may say they don't need their vacuum advances. They are right yet only because they run under heavy load or no load. Your shop manual will tell you at what manifold vacuum maximum advance will occur. It will also tell you what the mechanical advance should be at various engine speeds. That information is in the book for a reason.

Were you to stumble upon a TR2 driven from the dealer to a cold storage facility would it have a proper advance curve given

that it only has 38 miles on its dead accurate Smiths odometer? (You know the instrument which deals in "concepts".) If you sang out with an informed "no it does not!!!". You would be spot-on correct. What has changed? The combustion characteristic of today's fuel and those the engineers plotted that curve for are not remotely the same. That distributor needs to be recurved.

But what about the distributor in your pristine TR4? After all you sent it out and had it "rebuilt" and it sure is shiny. Unless the "curve" was reset it is not right. Chances are the rebuilder replaced the springs with exactly what it left Coventry with. More evident is the car with a distributor which has not been touched. Those springs have been stretched millions of times. Their tensile strength has changed; at the same time fuel has been changing. The pivot shafts upon which the weights swing are likely worn too. If you have change the compression, changed the carburetion, added an exhaust header you have rendered the curve less than optimal.

Does this make a difference? Are these the rantings of a one-trick pony? After all "I don't drive fast" you protest.

I have driven many of our cars which look as though they just came from the showroom floor. Frequently they are gutless with no throttle response. A betting man would put his money down on timing and advance curve as the reason for the docile nature. Frequently knock cannot be provoked (Knock being complete combustion occurring before the piston has reached Top Dead Center) suggesting the spark has been retarded to counter flaccid advance springs which let the advance come in too fast.

Get it right; you will not be disappointed. Now you know what it's all about making getting it right not only more salient but far easier. This is not "souping up." This is not "modifying." This is careful tuning. Careful tuning will give you what the engineers worked for you to have.



**CTR Name Badges.** We will place our next order for CTR name badges on July 15<sup>th</sup>. 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](mailto:artfournier@comcast.net) or 410-535-0690 to order. Specify exactly how you want your name to appear.

# The Original British Car Day

June 7<sup>th</sup>  
Art Fournier

The OBCD was held at Lilypons Water Gardens near Ad-amstown, Maryland, on Sunday, June 7<sup>th</sup>. Although there were over 200 cars on the field, Triumph participation was on the light side. The largest Triumph class was probably “Pre-War and Variant” or what we would call “Other.” It was an eclectic mix of a 2000 Roadster, a TR10, an Acclaim, a 2000 Saloon, and three Stags. There were only three Wedges, four Spitfires, and a handful of cars in each of the TR4/250, early TR6, and late TR6 classes. The organizers obviously weren’t expecting that many “Other” Triumphs since those cars and the Wedges were “wedged” (pardon the pun) into a corner of the field away from the other Triumphs while there were large open areas elsewhere.

Stephen Oertwig brought along a canopy for some welcome shade along with the CTR banners. The weather was great – no rain, but enough cloud cover to hold the temperature down. Vote tabulation went smoothly with the results announced ahead of the scheduled time.

Congratulations to Craig Nicholls and Gregg Bachner who took first place in the early and late TR6 classes and to Glenn Minucci whose Stag took second place in the “Other” class. Also on hand were Al Ames (Spitfire), Ben Cheshire (TR6), Arleigh Cottrell (TR250), Art Fournier (TR7), Dennis Kruse (TR6), Stephen Oertwig (2000 Saloon), and Vince Zalenski (TR7).

At one time, the OBCD was very well-attended by CTR members – we need to make a push in 2016 and ensure Triumphs come out in numbers!



*Top: Gregg Bachner, Dennis Kruse, and Art Fournier  
Center: The Pre-War and Variant Triumph Class (with the Wedges tucked in behind)  
Bottom: Stephen Oertwig, Gregg Bachner, and Dennis Kruse*

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# Trending with CTR

## News of Members in Brief

Congratulations to Dennis Kruse whose TR6 took a prize at the Leesburg Car Show on June 6<sup>th</sup>. Things got very hot at the show when a fire broke out in an apartment above a store along the street where the show was being held. The fire took place during the trophy ceremony. Firefighters placed tarps over two cars, including a 1941 Lincoln that won the Mayor's Trophy, in the immediate vicinity to protect them from water and debris. Nothing like a building fire to make a car show memorable!



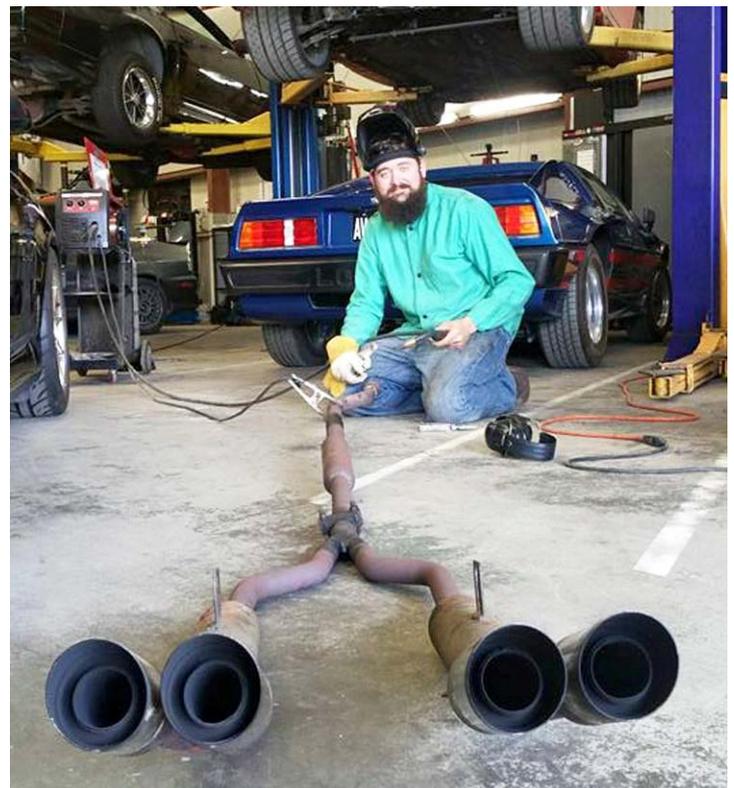
*Jonathan Thomson autocrossing his TR6 with the Capital Driving Club in Waldorf, Maryland, on May 9<sup>th</sup>*



*Demonstrating his versatility, Jonathan Thomson gives a ride to one of the Chick-fil-A cows in the Easton, Maryland, St. Patrick's Day Parade on March 17<sup>th</sup>*



*Arleigh Cottrell (right) provides technical know how as Rob Mancuso installs new rear springs on his TR6 near Chesapeake Beach, Maryland, on April 18<sup>th</sup>. No more rear end dip on acceleration!*



*Stephen Smalling takes advantage of some shop time to weld a leak in the exhaust of his 1972 Spitfire*

## 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.

**Lost and Found.** If you loaned a California Duster to the McLaren representative at Britain on the Green, you may reclaim it (the duster, not the McLaren) by calling 202-415-1599

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

## EVENTS

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

- Jun 16-19 - TRA Nationals, Solomons Island, MD
- Jun 21 - Sully Antique Car Show, Chantilly, VA
- Jun 28 - Brits By The Bay, Westminster, MD
- Jul 10 - Deadline for the July edition of *The Standard*
- Jul 12 - British Invade Gettysburg, PA
- Jul 14 - CTR ESB meeting, Arlington, VA
- Jul 25 - Horse Country Drive, Haymarket, VA \*CTR\*
- Aug 7 - Deadline for the August edition of *The Standard*
- Aug 9 - MG/Triumph Test Drive, Bull Run Regional Park \*CTR\*
- Aug 11-14 - VTR National Convention, Fontana, WI \*CTR\*
- Aug 15 - Capital Driving Club Autocross, Winchester, VA
- Aug 30 - Cruisin' for Crustaceans \*CTR\*
- Sep 8 - CTR ESB Meeting, Arlington, VA
- Sep 19 - British Carr Club of Delaware show, Dover, DE
- Sep 19 - 40<sup>th</sup> Edgar Rohr Memorial Antique Car Meet, Manassas, VA, <http://www.bullrunaaca.org/>
- Sep 20 - Classics on the Green, Glen Allen, VA
- Sep 26 - MGs on the Rocks, Belair, MD
- Sep 26-27 - Meeting of the Marques, Carlisle, PA
- Oct 2-3 - SVBCC British Car Show, Waynesboro, VA
- Oct 11 - Hunt Country Classic, Middleburg, VA, and CTR Picnic \*CTR\*
- Oct 16-19 - America's British Reliability Run, Delaware Valley Triumphs

\*\*\* Much More to Come \*\*\*

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



Triumphs  
in the  
Heartland

VTR 2015 - Fontana, WI

August 11-15, 2015

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Spitfire Mark II and the TR4A

Hosted by the  
Illinois Sports Owners Association



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# Triumph Trivia

Christopher Yurasko

**TRIUMPH TRIVIA:** Which was the bigger seller, the Triumph Spitfire or the MG Midget?

**Answer:** The Triumph Spitfire. MG made 226,001 Midgets over its 1961-1979 history, though they used a Triumph engine for the last seven years of its run. Triumph made 314,332 Spits from 1962 through 1980. But to be fair, we must mention that 129,347 Austin Healey Spites were also manufactured from 1958 through 1971.



**Photo credits:** Page 1 Lionel Mitchell; Page 5 Stephen Oertwig; Page 6 top Arleigh Cottrell; Page 6 bottom René Burcksen; Page 7 top left Heath Bjordahl; Page 7 top right Scott Thomson; Page 7 bottom right Art Fournier; Page 8 Heath Bjordahl, Art Fournier, and Stephen Oertwig; Page 9 Bill Goodwin; Page 12 top two Stephen Oertwig; Page 12 bottom Art Fournier; Page 13 left Rob Thomson; Page 13 top right Art Fournier; Page 13 bottom right Stephen Smalling

# Signs of the Times



Two this month courtesy of Patrick Carter.

Who would dare park near the signs on the right?



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