Mark Shlien admires Diane Page’s TR3A at RJ Fortwengler’s Calvert Beach home during the 2015 Cruisin’ for Crustaceans run on August 30th.
Diane is at the wheel with Helen Onufruk in the passenger seat. For more, turn to page 6.
There is a time machine in my toolbox. The tools inside remind me of my life with Triumphs.

When I opened it to do some work on the 2000, the socket set I bought in 1973 took me back to the time of working on the TR3. The combination wrench used on the 2000’s air cleaner housing also had worked on the TR3. The most vivid memory was when I adjusted the valves on the 2000 recently with a feeler gauge this at least 30 years old. I remember when I used the feeler gauge in 1989 to adjust the valves on the 2000 the first time.

As reliable as Triumphs are, it still pays to carry a few tools when traveling. You may not need them, but you may need them to help a fellow Triumph owner. That was the case during the Cruisin’ for Crustaceans drive. One driver had a problem, and my trusty tool bag had enough tools to fix the problem and get him running again.

A big toolbox is not needed for local driving. A small bag with a few common sizes of wrenches and screwdrivers will cover most emergencies. Throw in a handful of zip ties and a roll of emergency rubber tape and the odds of being stranded are reduced. A spares kit for all emergencies would include spare belt, radiator hoses, gallon of coolant, extra points, condenser and coil, spark plugs, gas can, oil, bulbs, and the most important item – a cellphone.

We all hope to never be stranded, but there has been a run of perished radiator hoses at recent CTR events. It is worth the time to check all the hoses.

I am considering driving the 2000 in America’s British Reliability Run October 16-18. The 600-mile run starts in Quakertown, Pennsylvania, and ends in New Jersey. The 2,500 miles driven for the Vintage Triumph Register convention was a good reliability run test. I just have to figure out what spares to carry and how many tools.

Drive on, and drive often.

Please welcome CTR’s newest member:

- David Rogers of Fairfax, VA, who drives a TR3

Fall Events

September and October include several British car shows throughout the region. These are listed in our events calendar on page 10 of this issue. Links and details may be found on CTR’s web site: http://www.capitaltriumphregister.com/

Looking ahead, on October 11th the MG Club will host its annual Hunt Country Classic show near Middleburg, which will be followed by the CTR post-show get together in Haymarket, Virginia. Details are on page 3.

November is shaping up to be very busy with the Fall Foliage Tour on the 1st, the T4 (Triumph, Taste, Tech, and Tour) on the 7th, and a Swap Meet in Haymarket, VA, on the 14th. The Swap Meet will give you a chance to sell your unneeded Triumph parts or trade them for someone else’s.

We’ll also try to schedule other events. Something we hosted two years ago was a Fall wine tour in Northern Virginia. This event was very well attended and Mark Shlien and Pete Farrell are looking into the possibility of reviving it for 2015. Last year, Tom Burke hosted a Wedge Workshop in Maryland and is considering the possibility of a follow up. Stay tuned. And we are always looking for opportunities including a rally on the Maryland side of the Potomac, 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.
Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money ($24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

And once again, 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!

Hunt Country Classic and CTR Post-Show Gathering
October 11th, 2015

By now, you should have your calendars marked for Sunday, October 11th, the date of the annual Hunt Country Classic organized by our friends in the MG Car Club Washington, DC, Centre or, as we like to call them, the MG Club. But wait, there’s more! After the car show, CTR holds its own event, a post-show gathering at Nancy and Lionel Mitchell’s home in Haymarket, Virginia. This has become the second-largest British car show (after the Hunt Country Classic, of course) in Northern Virginia on Columbus Day weekend. Put them together and it’s an occasion you won’t want to miss.

The Hunt Country Classic is one of the final British car (and motorcycle) events of the driving season. The show is held on the beautiful Willoughby Farm located between Middleburg and Marshall, Virginia. There is entertainment for everyone, including apple pressing and hay rides along with the skirl of bagpipes in the air.

The MG Club has mailed out application brochures and has on-line registration available on their website (http://www.mgcarclubdc.com/hcc/hcc_main.html). Please help them out by pre-registering. Not only do you save $5.00 by registering prior to October 1st, you help maximize the number of Triumph classes and ensure that adequate room the field layout is reserved for our cars.

The area in front of Lionel and Nancy Mitchell’s wide veranda turns into a British car show after the Hunt Country Classic winds down. Join the many members and friends of CTR who participate whether or not they have entered a car in the Hunt Country Classic. It’s a chance to socialize and enjoy few libations and a fine buffet. Please look for the evite or contact Lionel at haymarket4@verizon.net for additional details.

Trending with CTR
News of Members in Brief

Conner Desforge’s Spitfire, Spot, at Katie’s cars and Coffee in Great Falls, Virginia, on September 5th

René Burcksen’s latest project: a 1961 Autobianchi Bianchina Transformable. A big name for a small car!
MG / TR Test Drive
August 29th

It’s a MG Car Club, Washington, DC, Centre event, but CTR members bring out nearly as many cars as the MG Club does. And, if you include non-Triumphs, CTR members brought out more cars than the MG Club. There were eight MGs on hand, all MGBs and Midgets, but CTR members brought out a 2000 Saloon, a TR3A, a TR4, three TR6s, a TR7, a Morris Minor sedan (say what?), and a Jaguar XKR – a very nice showing indeed! And what were all these fine automobiles doing at Bull Run Regional Park in Centreville, Virginia, on August 29th? Why, they were taking part in the MG Club’s annual test drive event. The premise is simple. You get to drive a variety of cars while other people drive your car. The cars are driven gently over a mile and a half section of speed-limited road within the park. Not only do you get to drive an interesting selection of cars, you can compare variations within models. For example, how does your TR6 compare to a MGB and how does it compare to other the other TR6s on hand. Great fun!

Our thanks go to the MG Club, and event organizer Charlie Scott, for inviting CTR to take part in this event each year. It’s one we really look forward to!
Top left: Steele Lipe and the “stay back” sign he keeps in his TR3A. The other side of the sign says “too close.” Steele claims they’re effective with tailgaters trying to check out his car.

Left center: Steele Lipe tries out Melissa Highley’s Morris Minor sedan. The right hand drive, standard shift Morris was one of the most driven cars of the day.

Left bottom: Craig Nicholls test drives Art Fournier’s TR7

Above: Heath Bjordahl takes a MG Midget for a test drive at Bull Run Regional Park

Below: Stephen Oertwig and Craig Nicholls between test drives
Cruisin’ for Crustaceans
August 30th
Art Fournier

Cruisin’ for Crustaceans has been an annual CTR event for an amazing 22 years. It’s obviously a popular event since it’s always well-attended. This year we had 17 vehicles (13 of which were Triumphs) and 27 people take part as we made our way from Upper Marlboro, Maryland, to Solomons Island for lunch then on to RJ Fortwengler and Sheila Skipper’s weekend home in Calvert Beach for libations, desserts, and some additional socializing. The route is planned as a fairly leisurely run over back roads and quiet highways with opportunity to enjoy the scenery. However, part of the drive became even more leisurely when one of the TR6s developed engine trouble and had difficulty maintaining speed. The car eventually stalled completely, but limped into Solomons and eventually home under its own power after some TLC from fellow CTR members. The problems may have been caused by a clogged fuel filter and corroded battery terminals.

This year’s lunch destination, the Lighthouse Restaurant, overlooks the water, but didn’t have blue crabs available for picking. Crabs have been expensive and in short supply this season and have only recently become readily available at reasonable prices. Next year!

Parking is always in short supply in Solomons; however, RJ made arrangements with JW and Janet Langley and Ken and Lynne Page to use their driveways. Problem solved! JW and Janet joined us for lunch and the after lunch drive to RJ’s in their V8-powered TR6, a car that won a best resto-mod award at BOG a few years ago. Another car with a decidedly non-stock V8 was the TR8 belonging to Dave Ferris who came along as a guest of Arleigh Cottrell. And while we’re talking about non-stock engines, we got a peek under the hood of Tim Cornish’s Spitfire which has a Mazda Miata power train – a bit spritelier than the average Spitfire!

At RJ’s we were joined by CTR alumni Jeff and Marci Knepp who, like Lionel Mitchell, drove a Jaguar XKR. (As is the case for all our events, a Triumph isn’t necessary to participate.) It was fun catching up with Jeff and Marci. Sooner or later, we’ll convince him to get his TR6 back on the road!

The weather was great, the food was delicious, the roads were pleasant, and the company was outstanding! Thanks to Art Fournier and RJ Fortwengler for organizing this year’s event. We hope to see everyone at next year’s 23rd annual Cruisin’ for Crustaceans run!
Previous page top: Tim Cornish, Jay Donn, Lionel Mitchell, Arleigh Cottrell, and Dave Ferris check out the non-standard engine in Tim’s Spitfire
Center: Lionel Mitchell, Dave Ferris, and Arleigh Cottrell
Bottom: Maureen Donn, Rita Cannon, Sharon Edelstein, Ho Yong Oertwig, and Penny Johnson
This page top left: Karl Johnson and Joe Cannon
Center left: Mark Shlien, Patrick Carter, and Stephen Oertwig
Below right: Jay Donn bestows some TLC on Joe Cannon’s TR6 while Art Fournier looks on

(Continued on Page 8)
Cruisin’ (Continued from Page 7)

Top left: JW and Janet Langley’s TR6  
Above left: Ho Yong and Stephen Oertwig at the Lighthouse  
Top right: Parking at the Page’s in Solomons Island  
Center right: Dining at the Lighthouse  
Bottom right: A few of the Triumphs on the lawn at RJ’s
Top left: Patrick Carter, Sheila Skipper, and Mark Shlien
Center left: Lionel Mitchell, Karl Johnson, and Paul Edelstein
Bottom left: Traffic as it should be!
Top right: Stephen and Ho Yong Oertwig take the scenic route home through Amish country in St. Mary’s County
EVENTS

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

Sep 8 - CTR ESB Meeting, Arlington, VA
Sep 10-12 - 6 Pack Trials, Galloway, NJ
Sep 19 - British Carr Club of Delaware show, Dover, DE
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 3 - Treasured Motorcars Open House and Car Show, Reisterstown, MD
Oct 9 - Deadline for the October issue of *The Standard*
Oct 11 - Hunt Country Classic, Middleburg, VA, and CTR Picnic *CTR*
Oct 16-19 - America’s British Reliability Run, Delaware Valley Triumphs
Oct 17 - Rockville, MD, Antique and Classic Car Show
Nov 1 - CTR Fall Foliage Run *CTR*
Nov 7 - CTR T4 *CTR*
Nov 10 - CTR ESB Meeting, Arlington, VA
Nov 13 - Deadline for the November issue of *The Standard*
Nov 14 - CTR Swap Meet, Haymarket, VA *CTR*
Dec 5 - Middleburg, VA, Christmas Parade *CTR*
Dec 6 - CTR Holiday Party, VA location *CTR*
Dec 11 - Deadline for the December issue of *The Standard*
Dec 12 - St Michaels, MD, Christmas Parade *CTR*

*** Much More to Come ***

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

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

CTR and BOG are on Facebook.
Search Capital Triumph Register and Britain on the Green
CTR and BOG Regalia

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

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

We are moving away from having to manage club regalia inventory. Having a supplier such as Fourth Gear allows us to do that while still having a source where members can order regalia on-demand.

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

So, now there is no excuse for missing participation points at club events for not having club clothing.
Mountjoy Auto Shop
Moving Forward
Mark Shlien

Back in the ‘70s, when The Dow Jones was at 842, Jim Plunket was the Heisman Trophy winner and Life Expectancy was 70.8 years, Tim Mountjoy opened Mountjoy’s Auto Shop. Years later, Judy Mountjoy took the reins of the “shop” and owned and managed it for many years. As like everything in life, things change and Judy thought it was time to move on…she retired and sold the shop to a couple of local guys that happen to have a body shop right next store to Mountjoy’s.

Just over a year ago, Alberto Radua and Recardo Radua purchased Mountjoy’s from Judy. The long-time employees of Mountjoy’s remained and you’ll still find Pat and John waiting to assist you in whatever mechanical challenges your automobile may have. Whether it’s an oil change or something really sinister…like a transmission issue, or worse, you will find Pat and John capable happy to provide their years of experience to address your car’s ills.

Mountjoy’s continues to specialize in servicing and restoring classic British automobiles, but now, after the sale to Alberto and Recardo, they offer full body shop repairs. Whether you require a fender repair or a full paint job, it can now be done with peace of mind. Alberto and Recardo have owned the body shop right next to Mountjoy’s (J&R Radua Body Shop) for over a decade, so now you can get both your mechanical work and body work done at the same place!

Rich Radua now mans the front desk and is Mountjoy’s new Parts and Service Manager. Rich will insure your parts are available or order them, and he’ll see to it that your service is done on time. Rich can order most of the necessary parts for your British car project and Mountjoy’s technicians have the necessary skills and background to solve your British car's mechanical needs. Mountjoy's can also service your other car(s).

The Mountjoy's Parts Department is stocked with most of the necessary parts for your British car project and its helpful staff is there to answer your questions. Along with the standard parts offered, the Parts Department also contains many accessory items to dress up your automobile. And for those of you with a taste for performance, Mountjoy's can offer you the parts needed to satisfy your hunger.

If you attended Britain on the Green this year, you may have seen Mountjoy’s in attendance. As a sponsor of our event, Alberto and Recardo were kind enough to bring along a beautifully restored Triumph…it’s clear they commit to providing a first class product based on looking at their work.

Although Judy is gone, Mountjoy’s continues to improve by providing British car enthusiast more services and with an optimistic eye towards the future.
The spare tire cover board in the trunk of a TR6, or any other car, is rarely seen by anyone other than the owner. Maybe you open your trunk at a car show. But still, it’s covered by a carpet. Why not just get a new carpet and be done with it? Silence. You’ll know it’s tatty underneath that carpet. If yours is like my old one, the board is warped; the metal pieces are scratched and rusty; the felt strips are missing or raggedy; the rivets are missing or have pulled through the board; and the snaps holding the carpet in place are missing. So, what to do? Look on-line: TRF has them for $150; Moss has them for $158. That’s pretty stiff. It’s just a fiber board. A piece of plywood could replace it and be much better for a fraction of the cost. That’s the ticket. I’ll reuse the bits from the old board. It was really very easy and only cost about $30.

First, I removed all the bits from the old board. Fortunately, the metal and felt bits from my old board were reusable. So, it was just a matter of stripping and repainting the metal pieces (primer $5, gloss black $6) and cleaning the felt strips. I bought a 2’ x 4’ x ½” birch plywood piece ($16). I traced the shape of the old board onto the plywood and marked the holes for the metal pieces and snaps. The shape is not exactly rectangular – the back edge is curved to allow easy fit. I used a circular saw to make the straight cuts, guiding the saw with the saw rip fence up against a metal straight edge clamped to the plywood board. I used a jig saw to cut the curved line by free hand. After sanding the edges, I painted it top and bottom with flat black paint ($5). I still have some paint and wood left over, but not enough to do another board. I reinstalled the metal pieces onto the board with 3/8” x 5 mm rivets. I installed the four snaps for the carpet with 6 x 32 machine screws, nuts, and washers instead of rivets, only because I drilled the holes a little too large for the rivets. The screws could be used exclusively and are probably a better solution than the rivets. The cost of these fasteners is in the noise. I had these on hand in my garage.

It fits just like the original. No one will ever know, but I will. And I can be smug knowing that it’s better than the alternatives at a fifth of the cost. Priceless.
For many of us, Labor Day weekend is a last hurrah for summer when we naturally take to the roads in search of the last gasps of sun and surf. But for my family we have a different yearning and for years now we’ve searched for kilts, cabers, and haggis.

On Labor Day weekend The Plains, Virginia, is home to the Scottish Games and Festival, a two-day long celebration of Scotland and to a much lesser extent the British Isles. It features the Scottish Games themselves, a strong man competition like no other, food, music, sword play, and a small British car show.

The games are a sight to behold. A large group of enormous sweaty men resplendent in kilts big enough to use as tents (and thankfully bicycle shorts) take turns throwing heavy objects including a tree across the field of honor. Events include throwing the following: hammers, stones, weights, a heavy bag with a pitchfork, and the caber. The caber is a 19 ft. 6 in. beam weighing about 175 lbs. that the competitor must pick up by himself, throw it so that it rotates end over end and land in the 12 o’clock position. Organizers claim in the past the caber was used as a makeshift bridge for crossing chasms and creeks.

The soundtrack for the day is bagpiping and drums. In the afternoon various bands of pipers take their turns marching up and down the field playing their pipes with drum accompaniment in the fashion of a half time show. It is truly delightful.

The British Car show was sadly underwhelming this year. There were only about fifteen cars with MGs having the largest turnout. The nicest car was a bright red E-Type Jag coupe which I understand won the day. One of the benefits of this show is entry is free: if you bring a car you get two free tickets to the Games which are normally $20 apiece. In order to display your car you have to drive about a mile on a dusty dirt road, so it is not necessary to spend a lot of time washing and waxing which makes getting ready for the event a lot easier. Plus with all of the things to do and each it is a very laid back atmosphere.

This is by far the most family friendly car show you can go to. There are tons of events for kids including archery, face painting, children’s plays, and dancing. There are more food vendors than you can shake a fried Oreo at and all are somewhat reasonable priced. There are vendors of all types and numerous historical reenactors. A fun time was had by all and I hope that next year the Capital Triumph Register will invade the games.
Previous page top: Jonathan Yurasko competing in the sheaf toss
Bottom: Jonathan’s godfather, Fr. Jaffe, demonstrates proper sheaf toss form
This page top left: Elizabeth Yurasko, CTR’s youngest member, greets a competitor
Center left: Clan Yurasko (Alexandra, Jonathan, and Elizabeth with their mother Sarah) with a reenactor (or so he claims)
Bottom left: Superb late model V-12 Jaguar E-Type
Below: What can we say, several MGs with not a Triumph in sight
Drive to the Heartland for VTR Convention Tests Triumph’s Reliability
Stephen Oertwig

Air conditioning is nice to have when driving across country in August. Not having air conditioning stretches the miles out. Relying on 470 air conditioning – four windows down and 70 miles per hour – during four days of driving reminds one of the old days.

Months of preparation paid off our quest to drive a 1970 Triumph 2000 to Fontana, Wisconsin, for the Vintage Triumph Register convention. The convention was held August 11-15 at the Abbey Resort on Lake Geneva, Wisconsin. There were about 200 Triumphs at the convention.

Members of the Illinois Sports Owners Association maintained their reputation for hosting VTR conventions. The theme for the 2015 was “Triumphs in the Heartland.”

Driving the 2000 across the Midwest was not much different than it was driving a TR4A or a Spitfire Mk II in 1965 when both Triumph models were released. What was different is that many Triumphs were better than they were 50 years ago. Many of the cars in the concours were better than they day they rolled off the factory line. The treat this year was looking at the cars that had gathered at Lake Geneva.

The first production Triumph TR, TS1 LO, which toured the North American auto show circuit in 1953, was displayed prominently during the convention. Other rarities on display were a 1955 Swallow Doretti, a 1960 Italia 2000 GT, and a 1966 Herald 1200. The Doretti and Italia were exceptional restorations, but it was remarkable that the Herald had been owned by the previous owner for 50 years.

The concours and participant’s choice shows were held on resort grounds, which made it very convenient to enjoy the cars and yet go back to the room to rest. The cars may be restored, but their owners have worn out.
Illinois Sports Owners Association members kept everyone busy with events. VTR mandates specific events and presents awards to the top participant. Driving events included the gimmick rallye, ice cream run, pub crawl, time-speed-distance rallye, funkhana, and autocross. Lake Geneva is very rural, so drives through the Wisconsin countryside were common. For the breakfast run we cross the border back in to Illinois to dine in Big Foot. Triumphs invaded a local drive-in for burgers and ice cream. The parking lot full of Triumphs drew a lot of interest from people traveling by.

A legend of Triumph history was a highlight of the week. R.W. “Kas” Kastner was interviewed by Mike Cook, editor of The Vintage Triumph magazine, and discussed early days with Triumph. Kas Kastner also was presented the T.S.I. Sweat Equity Award at the banquet.

Safety in numbers is good advice when traveling long distance in a 45-year-old Triumph. We made the westward journey with Jack and Carol Schmelyun and Gary and Priscilla Klein from the Triumphs Around the Chesapeake club. We missed the meeting point but caught up with Jack who trailer a TR250. Gary drove a 1980 TR8.

For day two, John Clifford in a 1981 TR8 joined the group. In El Paso, Illinois, we picked up another TR8 owner. Driving time to Lake Geneva was 16 hours. That was time moving and did not count stops for gas or to eat.

The 2000 ran great until the autocross. All the jostling of junk in the fuel tank caused the 2000 to act like it was starved for fuel and bellowing black smoke. Changing the fuel filter and cleaning the fuel pump restored performance some, but it still ran rough. I though the 2000 would do pretty good in the autocross; however, a Herald won the historic class to prove swing axles work.

We didn’t expect to win the gimmick rallye, but had fun looking for clues. When all else fails, make up the answers.

The 2000 faired better by winning the participant’s choice showing. There was competition in the special interest class, which was not an easy classic because of the variety. There was a 2000 Mk1, two Sports 6s and a Herald.

Jack Schmelyun took first in the concours preservation class with the TR250. Paul Billings, a member of the Richmond Triumph Register, took second the in TR4A concours judging.

Returning home was a relaxing drive. Instead of traveling as a group, we all took different routes. We drove the cornfields of Illinois before picking up the interstate to Indianapolis. Just out outside of Indianapolis, the speedometer stopped working. We took the back roads of West Virginia, Maryland and Virginia just to see different scenery. The mountains were tough on the Borg Warner 35 automatic, and required just as much shifting as a manual transmission to make it up the steep climbs.

It was a real test of faith to drive the 2000 more than 2000 miles. We received many thumbs up on the trip, but when the location for the 2016 VTR convention was announced, it may be time to trailer

“Bigger in Texas – Better in a Triumph” in the theme for gathering in Pottsboro, Texas, which is a few hours north of Dallas. The Red River Triumph Club is hosting the convention October 3-7, 2016. Details are at http://www.vtr2016.org/vtr2016_index.html.

See you in Texas. It is only 20 hours driving to get there. It should be cooler.
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. Really good condition TR4 solid axle rolling frame $400.00. Also, TR7 engines and 5-speed transmission, four TR8 alloy wheels, brand new TR7 rear bumper, and TR7 seats [tan]. Contact David White, cell 703-898-7041.

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.

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

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

1980 Spitfire and Parts for Sale. I have a 1980 Spitfire for sale as well as innumerable parts for late model (79-80) Spits. The car could be restored or it could be a good parts donor. Has title; needs tires, brake lines, carb rebuild, rust repair and much more love than I can give it. It has a rebuilt motor, good 4-speed transmission, hardtop and soft top and good seats. $500

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

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

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

Show your club pride with stunning door magnets proudly displaying the CTR logo. These magnets are approximately 8”x12” to fit even the smallest TR3 door!!! $18 for the pair - contact Patrick Carter (202-285-7031) to arrange delivery or pick them up at the next CTR event. These magnets are always a big hit at the parades in which CTR participates.
# Officers and Advisors

## Officers

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Stephen Oertwig</td>
<td>660-422-2908</td>
<td><a href="mailto:oertwig@mac.com">oertwig@mac.com</a></td>
</tr>
<tr>
<td>Vice President</td>
<td>John Buescher</td>
<td>703-522-6571</td>
<td><a href="mailto:jbuescher1616@gmail.com">jbuescher1616@gmail.com</a></td>
</tr>
<tr>
<td>Secretary</td>
<td>Patrick Carter</td>
<td>202-285-7031</td>
<td><a href="mailto:PCarter.dc@gmail.com">PCarter.dc@gmail.com</a></td>
</tr>
<tr>
<td>Treasurer</td>
<td>Rich Smalling</td>
<td>703-430-0920</td>
<td><a href="mailto:RJSmalling@aol.com">RJSmalling@aol.com</a></td>
</tr>
<tr>
<td>Events Directors</td>
<td>MD Tom Burke</td>
<td>703-354-1361</td>
<td><a href="mailto:tburke4@aol.com">tburke4@aol.com</a></td>
</tr>
<tr>
<td>Club Liaison</td>
<td>Bruce Hislop</td>
<td>410-721-9411</td>
<td><a href="mailto:BMHislop@hotmail.com">BMHislop@hotmail.com</a></td>
</tr>
<tr>
<td>Membership</td>
<td>Mark Shlien</td>
<td>202-415-1599</td>
<td><a href="mailto:tr6@comcast.com">tr6@comcast.com</a></td>
</tr>
<tr>
<td>Members-at-Large</td>
<td>Lionel Mitchell</td>
<td>703-754-7362</td>
<td><a href="mailto:haymarket4@verizon.net">haymarket4@verizon.net</a></td>
</tr>
<tr>
<td></td>
<td>RJ Fortwengler</td>
<td>703-243-6426</td>
<td><a href="mailto:rfortwengler@verizon.net">rfortwengler@verizon.net</a></td>
</tr>
<tr>
<td></td>
<td>Karl Johnson</td>
<td>703-978-4968</td>
<td><a href="mailto:kjark@aol.com">kjark@aol.com</a></td>
</tr>
<tr>
<td></td>
<td>Matt Schipani</td>
<td>703-464-4840</td>
<td><a href="mailto:matts@ashburnsoftware.com">matts@ashburnsoftware.com</a></td>
</tr>
<tr>
<td>BOG Coordinators</td>
<td>John Buescher</td>
<td>703-522-6571</td>
<td><a href="mailto:bog@capitaltriumphregister.com">bog@capitaltriumphregister.com</a></td>
</tr>
<tr>
<td></td>
<td>Matt Schipani</td>
<td>202-596-7638</td>
<td><a href="mailto:bog@capitaltriumphregister.com">bog@capitaltriumphregister.com</a></td>
</tr>
<tr>
<td>Web Administrators</td>
<td>Christopher Yurasko</td>
<td>703-543-8395</td>
<td><a href="mailto:cyurasko@yahoo.com">cyurasko@yahoo.com</a></td>
</tr>
<tr>
<td></td>
<td>John “JP” Puckett</td>
<td>301-395-6566</td>
<td><a href="mailto:tr3aguy@verizon.net">tr3aguy@verizon.net</a></td>
</tr>
<tr>
<td>Newsletter Editor</td>
<td>Art Fournier</td>
<td>410-535-0690</td>
<td><a href="mailto:artfournier@comcast.net">artfournier@comcast.net</a></td>
</tr>
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## Advisors

- **TR2/3/3A/3B**: Rich Wilkins 540-349-4065 rawpiano@comcast.net
- **TR4/TR4A**: Rich Wilkins 540-349-4065 rawpiano@comcast.net
- **TR250**: RJ Fortwengler 202-236-7682 rfortwengler@verizon.net
- **Sandy Thomson**: 410-253-8519 sthomsontr6@gmail.com
- **TR7**: Bruce Hislop 410-721-9411 BMHislop@hotmail.com
- **TR8**: Paul Edelstein 703-914-0507 pgedelstein@capitaltriumphregister.com
- **Spitfire**: Al Ames 540-742-0700 alames@embarqmail.com
- **GT6 & 2000 Saloon**: Matt Schipani 703-724-1573 matts@ashburnsoftware.com
- **Herald & Dolomite**: Bill Goodwin 301-870-8594 redrag@outlook.com
- **Stag**: Paul Scuderi 240-876-7222 trsix_guy@yahoo.com
- **Autocross**: Lionel Mitchell 703-754-7362 haymarket4@verizon.net
- **Racing**: Ira Schoen 703-698-1691 Pterodactyl1711@aol.com

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**Triumph Trivia**

*Christopher Yurasko*

**TRIUMPH TRIVIA:** What Triumph shares a name with a Spanish city famous for its swords?

*Answer:* The Triumph Toledo was a compact family sedan introduced in August 1970. It used the same 1300cc engine as the Triumph 1300 and pushed out 58 horsepower. It came in both two and four door models.

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