



# THE STANDARD

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



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

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



## From the President

By Stephen Oertwig

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

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

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

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

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

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

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

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

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

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

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

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

#### **Please welcome CTR's newest members:**

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

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

- ◆ Bruce Mundie



## **CTR Happenings**

### ***Our Thoughts are with Joe and Rita Cannon***

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

### Spring and Summer Events

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

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

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

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

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

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

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

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

## CTR Spring Rally

**New Date: June 11<sup>th</sup>**

**Art Fournier**

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

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

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

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

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

Please respond to the evite no later than June 9<sup>th</sup>. Contact Art Fournier at 410-535-0690 or [artfournier@comcast.net](mailto:artfournier@comcast.net) for additional information. We hope to see you there!

# The 19<sup>th</sup> Annual Britain on the Green

Matt Schipani

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

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

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

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

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

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

See you next year!

# Britain on the Green 2016 Best of Show



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

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## Britain on the Green Results April 24, 2016



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

**Best Resto-Mod:** 1968 Triumph GT6, Jim Moscardini

**Best Display:** 1945 Daimler Scout Mk III, David Page

**Best Survivor:** 1950 Austin A70 Hampshire, Victor Rostow

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

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

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

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

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

**Triumph TR7:** 1<sup>st</sup> 1976 TR7, Lionel Mitchell \*; 2<sup>nd</sup> 1980 TR7 Stan Olownia \*

**Triumph TR8:** 1<sup>st</sup> 1980 TR8, Paul Edelstein \*; 2<sup>nd</sup> 1980 TR8, David Stahlman \*

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

**Triumph GT6:** 1<sup>st</sup> 1970 GT6+, Jay Christopher \*; 2<sup>nd</sup> 1967 GT6, Paul Scuderi \*

**Other Triumph:** 1<sup>st</sup> 1949 2000 Roadster, Stephen Woodall; 2<sup>nd</sup> 1964 Sports 6, Gary Kinney

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

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

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

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

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

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

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

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

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

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

**Jaguar E-Type:** 1<sup>st</sup> 1962 E Type, Chuck Stone; 2<sup>nd</sup> 1967 E Type, Mark Gordon

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

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

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

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

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

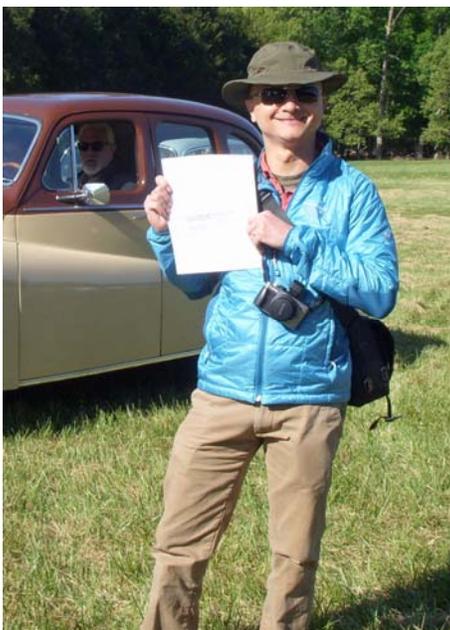
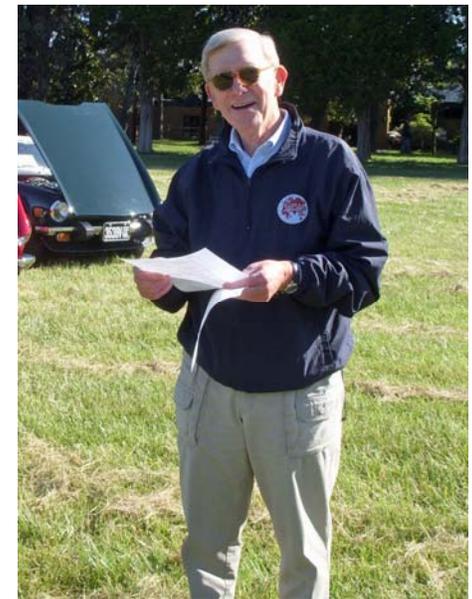
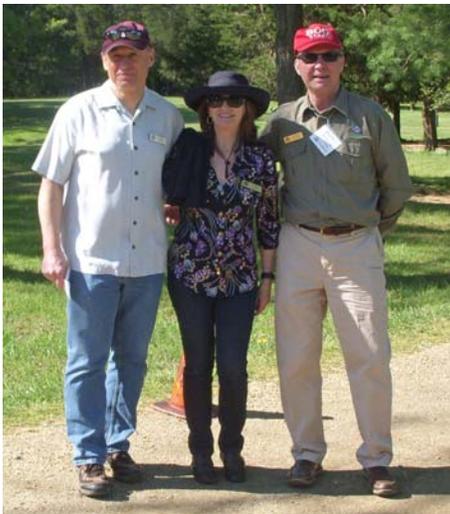
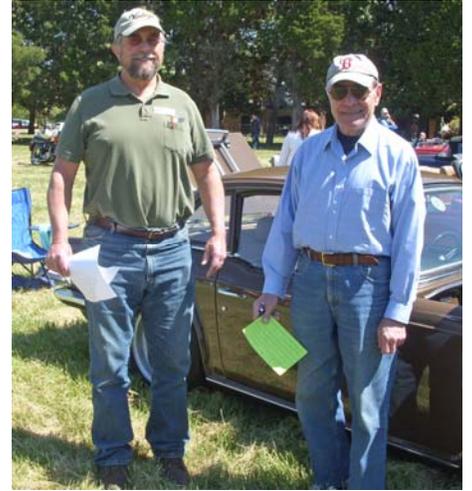
**Motorcycles:** 1<sup>st</sup> 1969 Triumph Bonneville, William Cahoon; 2<sup>nd</sup> 2014 Triumph Thruxton, Nathan Smith

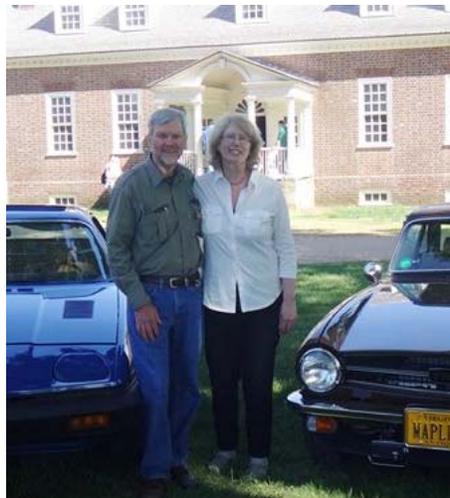
\* CTR Member

# As Seen at Britain on the Green 2016



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





## Trending with CTR

### News of Members in Brief



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



## June British Car Shows

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

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

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

[http://chesapeakechaptermgclub.com/OBCD\\_main.htm](http://chesapeakechaptermgclub.com/OBCD_main.htm).

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

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

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



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# Behind the Scenes at BOG

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

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



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

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

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



# Byron Webb

1926 - 2016

Lionel Mitchell

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

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

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

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



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

## DENT SHOP

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# CTR Members' Triumphs

Lionel Mitchell

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

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

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

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

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

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



CTR and BOG are on Facebook.

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

# CARS WANTED

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# EVENTS

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

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

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

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

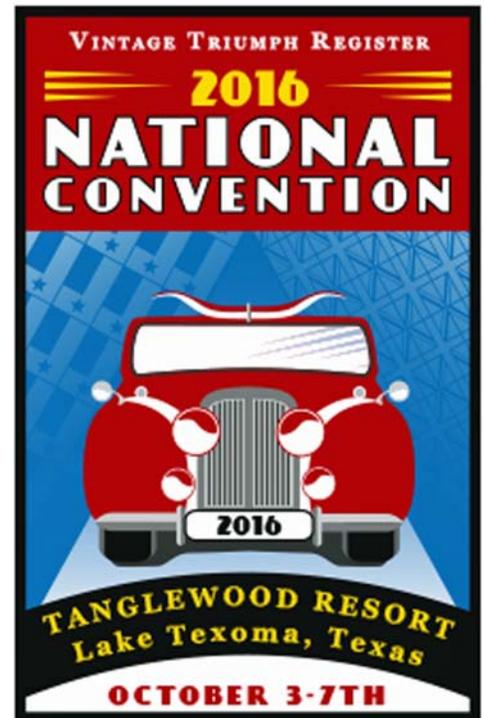


**CTR Name Badges.** The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the "Capital Triumph Register." Contact Art Fournier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



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# CTR and BOG Regalia

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

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

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

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

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

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**Comings & Goings**  
**in the British Car Care Trade**  
 Mark Shlien

**British Miles:** Hidden away, roughly 30 minutes north of Philadelphia, PA, you will find British Miles Imported Car Parts. This “gem,” located in Morrisville, PA, has been providing its services to the foreign car enthusiasts for over 30 years. You will be greeted by Elaine who oversees the office, and Tom Zofchak, the owner of British Miles. Tom got into foreign cars as a teenager, it was his “hobby,” and from there...it became his profession.

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



*The yard and office at British Miles*



**BOG 2016**  
**Best Display**



*David Page’s 1945 Daimler Scout Mk III*

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# BOG 2016 Best Survivor



Victor Rostow's 1950 Austin A70 Hampshire

# BOG 2016 Best Resto-Mod



Jim Moscardini's 1968 Triumph GT6

# Trending with CTR News of Members in Brief



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



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# CLASSIFIED

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

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

**For Sale 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](http://caswellplating.com) ) Over \$500.00 in chemicals and apparatus. Make an offer or just take it. Contact Joe Cannon 703-280-4104

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



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

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

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

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

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



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



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| <b>Newsletter Editor</b>  | Art Fournier   | 410-535-0690   | artfournier@comcast.net  |

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|                                  |  |  |  |
|----------------------------------|--|--|--|
| <b>- TR2/3/3A/3B</b>             | Rich Wilkins<br>John Puckett<br>Joe Cannon | 540-349-4065<br>301-395-6566<br>703-280-1104 | rawpiano@comcast.net<br>tr3aguy@verizon.net<br>jpc8904@yahoo.com |
| <b>- TR4/TR4A</b>                | Rich Wilkins                               | 540-349-4065                                 | rawpiano@comcast.net   |
| <b>- TR250</b>                   | RJ Fortwengler<br>Sandy Thomson            | 202-236-7682<br>410-253-8519                 | rfortwengler@verizon.net<br>sthomsontr6@gmail.com                |
| <b>- TR6</b>                     | Sandy Thomson<br>Joe Cannon                | 410-253-8519<br>703-280-4104                 | sthomsontr6@gmail.com<br>jpc8904@yahoo.com                       |
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| <b>- GT6 &amp; 2000 Saloon</b>   | Matt Schipani                              | 703-724-1573                                 | matt@ashburnsoftware.com   |
| <b>- Herald &amp; 2000 Sedan</b> | Stephen Oertwig                            | 660-422-2908                                 | oertwig@mac.com  |
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## THE STANDARD

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# Triumph Trivia

Christopher Yurasko

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

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

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



# Signs of the Times



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




  
  
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