



THE STANDARD

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Capital Triumph Register, Ltd.
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CTR Triumphs in Middleburg, Virginia, at the first rest stop during the Horse Country Drive on July 9th. This annual drive covers some of the finest roads in Northern Virginia's scenic Horse Country with cars divided into two groups: spirited and leisurely.

For more on the Horse Country Drive, turn to page 6.

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From the President

By Stephen Oertwig

Events with CTR members provide cracking good time

It has been a cracking good time with Capital Triumph Register members lately.

I was chuffed to see so many CTR members at Brits by the Bay June 26. This show, sponsored by Triumphs Around the Chesapeake members, is a long drive, but was well worth it. It is great to support a local Triumph chapter. We were well made up with the lovely weather that brought a variety of old and new British cars. Brits by the Bay classes cars by year rather than by marque and model, so CTR members had cars all over the field. Luckily the show field was compact and allowed a good look at all Triumphs displayed with competing British models.

No one from CTR won show awards, but almost everyone went home with door prizes. People could choose between pint glasses, detailing kits or fire extinguishers. TRAC is to be commended for making everyone feel like a winner and not going home empty handed.

Clayton Brooks did win a sponsor-donated gift certificate from TRAC. He thought I had pulled strings to reward him twice over. Clayton won second place with his early TR6 at the Original British Car Day at Lily Pons. He left early so I collected his plate and mailed it to him. He said he has never won anything at shows. This was his first trophy with the TR6, and he was doubly surprised to receive a gift voucher.

Clayton made Brits on the Bay feel like a family event. It was like being with family to talk with him and all the CTR members. Seeing CTR members is the best part of every event. Clayton's son, Clayton Brooks III, also drove up to Westminster, Maryland, for the show. It is great when our passion for Triumphs extends to the entire family.

We also had a cracking good time at the annual Horse Country Drive. That too was an event for everyone. The weather was perfect and seeing the farmland of America is inspiring. The best part of the gallop through the country was no one broke down on the route. We're looking at having more driving events and welcome your input.

If you are interested in a long-distance driving event, register for the Vintage Triumph Register 2016 national convention October 3 through October 7 in Pottsboro, Texas. It is only about 1,300 miles from Washington, D.C., to VTR 2016. Are any CTR members attending this year? I will have to skip this year but plan to be at the 2017 convention. Learn more about the fun in Texas at vtr2016.org.

VTR also is looking for photos of members with their Triumphs for an updated member brochure that gets distributed by

chapters at car shows and other Triumph enthusiast events. VTR wants fresh images of your Triumph and photos of people enjoying their cars too. CTR has lots of great cars so this is our chance to show CTR members on a national level. Email your photos to Blake Discher (bdischer@vtr.org) with this statement: "I give VTR permission to use these photographs in any VTR publication or website." A deadline was not given, but the quicker you send Blake photos the better the odds of getting your car in the member brochure. There are not any details on the VTR Facebook page.

My understanding of British vocabulary is improving by watching Mike Brewer and Edd China, stars of Wheeler Dealers, on the Velocity Channel. Mike is the colorful chap that buys the cars and gives them to Edd, the master mechanic, to perform miracles.

What makes Wheeler Dealers so great so is that Mike and Edd show practical information that most Triumph owners can use. They try to get the most out of cars on a limited budget and show solutions for many problems we face. Edd overhauled and tuned SU carburetors on a Volvo PV544 in a recent episode. Carburetor work is something we all have to do to keep our Triumphs running, so this was good advice.

You can find enough episodes of Wheeler Dealers on the web that will entertain for hours. Mike and Edd provide cracking good entertainment.

Tara. Drive on and drive often.

Please welcome CTR's newest members:

- ◆ Russell and Christine Keeton of Chantilly, Virginia

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

- ◆ Robert Fabie
- ◆ Dennis Kruse
- ◆ Douglas Carberry
- ◆ Patrick Tolan
- ◆ Kathleen Malling



CTR Happenings

Summer Events

August is a busy month. The Roadster Factory Summer Party in Armagh, Pennsylvania, will be August 4th through 6th. The MG Club's annual Test Drive event is scheduled for Saturday, August 20th at the Bull Run Park in Centreville, 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 Sunday, August 28th, CTR will hold its annual Cruisin' for Crustaceans tour in Southern Maryland. A bountiful crab harvest is

underway this year, so prices are down and you crab pickers shouldn't be disappointed.

We are looking at the possibility of a Fall Rally similar in format to our recent Spring Rally. And, of course, the Hunt Country Classic will be coming up on October 9th. In addition to being a great British car show, it's also ties to one of CTR's largest events, the post show get together in Haymarket.

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 Car Survey

By now, those of you with email addresses should have completed a survey to list your various Triumphs. If you haven't, get it done! It only takes a few minutes to complete. If you don't have email or didn't receive the survey, contact Lionel Mitchell to provide the information.

CTR Membership Mailing Address

If you are renewing your membership or joining CTR, please note that our membership chairman, Mark Shlien, has a new mailing address that will be in effect for the next several weeks. His new address is shown on the membership form on page 15.



From the Editor

By Art Fournier

CTR needs your help with the newsletter. Tech and event articles, photos, and items of interest to the membership are needed for the newsletter. Do you have a tech tip or better way of doing something on your car? Have you found a tool that makes a job easier or faster? Did you attend a club or car event that you enjoyed? Did you capture a photograph of an interesting moment? Have you been to an out-of-the-way car museum or event? Are you willing to be interviewed about your Triumph experiences? If your answer to any of these is yes, please contact the newsletter editor to share it with your friends in CTR. While digital format is preferred, any format will do. Original documents will be returned to you.

Likewise, if you have an idea for an event, whether it is something brand new or something the club did way-back-when that you particularly enjoyed, share your thoughts it with one of the CTR events directors or other ESB members.

I have been CTR's newsletter editor for nearly 17 years and, frankly, I'm running out of ideas and need some fresh, new, innovative, you-name-it suggestions to bring these pages to life. So please put on your thinking caps, overcome inertia, and contribute!

The Roadster Factory Summer Party

August 4th-6th

Attending The Roadster Factory Summer Party used to be a CTR tradition, but somehow fewer and fewer CTR members have made their way through the mountains to Armagh in western Pennsylvania's Indiana County for this multi-day event. And apparently CTR wasn't the only culprit – attendance declined and TRF owner Charles Runyan didn't hold a Summer Party in 2015. But the Summer Party is back in 2016 and will be held August 4th through 6th with an "Alpine Rallye" theme. The schedule hasn't been set in concrete yet, but Charles is considering a wide range of activities to keep you (and your car) occupied: hill climb, drag racing, mountain tour, tulip rally (whatever that is), car show, dinner under a tent on The Roadster Factory grounds, and evening bonfires to name events that have been discussed so far.

The deadline has passed for early reservations, but it's still not too late to sign up. Go to the TRF homepage or to <https://gar.zeni.net/trf/SPform.php> to register. The cost to register a car and driver is \$119 and a second adult may be registered for \$100. You get the traditional tee shirt and a magnetic rally plate along with the opportunity to participate in a raft of events while enjoying a summer mountain get away.



The Roadster Factory

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Test Drive 2016

August 20th

Charlie Scott

MG Car Club Washington DC Centre

The MG Club's annual Test Drive event is scheduled for August 20, 2016, from 09:00 to 12:00 in the Special Events Center (SEC) area of Bull Run Regional Park, a property of the Northern Virginia Regional Park Authority, in Centreville, VA.

This is your opportunity to drive other British cars exactly like, similar to, and very different from your own, and quite possible cars that aren't even British. Your opportunity is only limited by your attendance and whoever else attends ... Oh, and what cars they drive. We've invited our friends in the Capital Triumph Register to join us again this year so your choice of cars could include a Spitfire, TR6, TR7 (or whatever else the TR folks bring with them), in addition to a MGA, Midget, T-series, or just another version of a MGB (the most commonly owned car in our Club). In previous years we've had members bring other types of cars such as a Factory Five Cobra, Jaguar XJ8, and Porsche 911.

The way this works is I'll make a couple of brief opening remarks to welcome everyone and explain how little structure there is to this event and then we'll ask everyone to introduce themselves and their cars and then pair up for a little reciprocal driving (i.e., you drive mine, I drive yours). I'm certain the car I'll bring this year is my '74 Midget, unless I do something silly and then it will be a 2014 Prius (yeah, no fun). With my Midget, I'll hand you the keys and tell you to pretend that 2nd gear is NON-synchro when downshifting, otherwise to enjoy the ride.

We've reserved the special events sections of the Park where we have about a mile and a half out and back, and other than the occasional non-British car we pretty much have the road to ourselves. The Park told us there might be a little more traffic on the road this year as someone will be setting up "in" the SEC for their event the next day. There is a **speed limit** of 25 mph that is **highlighted** in our contract with the park, so we won't be racing up and down the road, but rather a chance to work through the gears in a car similar to, but ultimately different than your own. Please make sure you have proof of insurance in your car -- just in case anyone asks (like someone in law enforcement) because we told the park that ALL of the cars will be legally licensed and registered (hence insured) to drive on public roads.



To get to Bull Run take exit 52 off I-66 and go approximately 2 miles South on Route 29. Turn left on Bull Run Post Office Road and follow the signs to the Special Events Center -- we'll be set-up in an area just off the main road so look for a growing collection of classic British cars.

If you have any questions either contact Lionel Mitchell or contact me at seescott@cox.net or 703-863-8707, and at that number the day of the event. Look forward to seeing you there!

23rd Annual CTR Cruisin' for Crustaceans August 28th

Please join us on Sunday, August 28th, for CTR's 23rd annual Cruisin' for Crustaceans tour. This year we'll travel over country roads to Captain Billy's Crab House on Pope's Creek in Newburg, Maryland.



Captain Billy's is located by the Potomac River in southern Charles County. Steamed crabs are currently in good supply and will (hopefully) be available for those who enjoy the Maryland summer tradition of picking crabs. Prices vary with availability, but were running \$35 per dozen in mid-July. We will be sitting inside -- there is something to be said for air conditioning in August! Separate checks have been arranged.

We will use the same rendezvous point that we've used for several years: the Shell station at the intersection of Route 301 and the Marlboro Pike in Upper Marlboro, Maryland. (From the Beltway, take Exit 11 and go southeast on Route 4 (Pennsylvania Avenue) to Route 301 in Upper Marlboro. Take Route 301 north toward Baltimore and go just over a half mile to the Marlboro Pike (Route 725), the second traffic light. The Shell station will be on your left. There are also a Dunkin' Donuts, McDonalds, and Texaco station at the intersection, so facilities, gas, coffee, and donuts should abound!)

Our route this year will cover just under 50 miles and will take about an hour and twenty minutes to run. We'll meet around 10:00 and get on the road no later than 10:30. Please let Art Fournier -- artfournier@comcast.net or 410-535-0690 -- know if you'll be attending no later than August 25th in order to give the restaurant a headcount. Look for an evite as we get closer. We hope to see you at what is one of CTR's most long-standing and best-attended annual events!



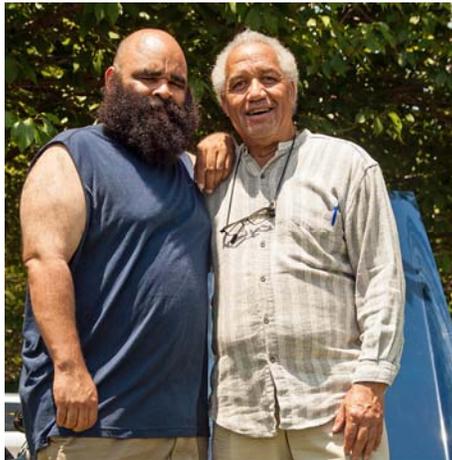
CTR and BOG are on Facebook.

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

Brits by the Bay

June 26th

As most of you know, Brits by the Bay is no longer held near the Bay. Instead, it is held far inland at the Carroll County Farm Museum in Westminster, Maryland. Westminster is quite a long drive for most CTR members, but several made their way there to attend this annual summer show. Representing CTR were Clayton Brooks, Art Fournier, Bruce Metcalf, Jim Moscardini, and Stephen and Ho Yong Oertwig. Cars at Brits by the Bay are grouped by year, so you find yourself in an eclectic mix of marques, which gives you the opportunity to meet a wider variety of drivers than you would in a more traditionally arranged show. This year, Brits by the Bay began popular voting and awarded prizes within the various year groups. They also award excellent door prizes throughout the day with most attendees taking home a nice prize such as a fire extinguisher, car care kit, or set of beer glasses. Clay Brooks even found himself the unexpected recipient of a gift certificate from the Little British Car Company. Westminster is not far from the Pennsylvania border, so you see an interesting selection of cars that usually don't make it down to DC area shows. All in all, Brits by the Bay is a great way to spend a summer Sunday.



Top left: Clayton Brooks III with his father Clayton Brooks make it a family day with Clay's TR6

Bottom left: Art Fournier with his TR7

Above: Bruce Metcalf and his TR4A IRS

Top right: Stephen and Ho Yong Oertwig enjoy the shade

Middle right: Jim Moscardini and Stephen Oertwig with their GT6 convertible and 2000 saloon

Bottom right: Jim Moscardini's friend Barb Grey with Jim's GT6

Horse Country Drive

July 9th

Each July, Lionel Mitchell leads a spirited drive through Northern Virginia's horse country, home to some of the finest back roads in the region. Miles of challenging, shaded roads are lined with stone and rail fences and offer occasional scenic vistas with glimpses of the Shenandoah mountains to the west. As has become the custom, cars are divided into two groups. The first, led by Lionel, is for those who want a truly spirited and challenging drive. The second, led by Art Fournier, proceeds at a somewhat more sedate pace. (And has also become the custom, "Wrong Way" Fournier made a wrong turn and led his group off the planned route and down a gravel road. Maybe next year he'll get it right!)

After beginning in Haymarket, the route includes two brief rest stops, one by the National Sporting Library in Middleburg and one at an old country store in Delaplane. The drive ends at the Northern Fauquier Community Park near Marshall where a pavilion provides a spot for a BYO picnic dinner.

This year the tour group included Ben Cheshire, Jay and Maureen Donn, Art Fournier, Bob Fox, Bruce and Loretta Metcalf, Lionel Mitchell, Jim Moscardini and Barb Grey, Stephen and Ho Yong Oertwig, David and Mary Ellen Stahlman, and Jonathan Thomson. Despite the heat, all the cars made it with no issues, which was a marked improvement over 2015 when we had a variety of mechanical problems.

Thanks to Lionel Mitchell for organizing this annual event. If you couldn't make it this year, plan on joining us in 2017 for our next Horse Country Drive!



Above: Lionel Mitchell conducts a drivers' meeting prior to setting out from Haymarket



*Top: Lionel Mitchell, Jonathan Thomson, and Bob Fox relax while waiting for the sedate group to arrive in Middleburg
Center: Triumphs crossing a one-lane bridge
Bottom: David Stahlman, Bruce Metcalf, and Lionel Mitchell check out the carburetor in David's TR8*



Top: Mary Ellen Stahlman, Lotetta Metcalf, and Ho Yong Oertwig at the Middleburg rest stop
 Bottom: Jim Moscardini, Barb Grey, and Ben Cheshire during the stop in Delaplane



Above: Jonathan Thomson and Stephen Oertwig in beautiful downtown Delaplane during the second of two rest stops during the Horse Country Drive

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Upgrading Wheels

Stephen Oertwig

Upgrading wheels is an easy way to change appearance and handling

Tires are one of the costliest maintenance expenses and one of the most important safety factors of driving. With the limited driving that most Triumph drivers do annually, tires usually are replaced not because of excess wear but because they are too old.

Safety experts advise not to drive on tires more than 10 years old. Some advocate replacing tires every five years. Spitfire, GT6 and Wedge owners faced with tire replacement are finding 13-inch tires harder to find to and often more expensive than larger tires.

Triumph was very cost conscious after British Leyland took ownership. Early Triumphs through the TR2-6 series used 15-inch wheels. Herald-based cars and TR7s and TR8s used 13-inch wheels. Smaller wheels limited the size of brakes that could be used and inhibited performance. If any car begged for larger wheels, it was the TR8. A V8 stuffed into a car with 13-inch wheels is an oxymoron.

Originality is an important factor for Triumphs in concours judging. People with wire wheels rarely change to regular rims because of all the work involved. For those who want a different look, new wheels are the quickest way to change appearances and often handling. Sometimes wheels have to be changed for safety

reasons. All four of the original steel wheels on my GT6 were bent. It was easy to change to Minilite lookalikes. Handling improved dramatically with new wheels.

Custom wheel companies carved out diverse choices early in automobile history. Many period wheels for Triumphs still can be found as can new wheels replicating old style wheels. It is doubtful Triumph owners will opt to ride around on 34s, but it is easy to replace the stock size wheels Triumph used.

One reason for changing rim size is tire availability. When it came time to replace the 10-year-old tires on my 2000, it was found 14-inch tire options broader than stock 13-inch tires. Stags used 14-inch rims as well as 2500s. Because the 2000 has the same bolt pattern as the TRs and Stags, it was easy to find 14-inch wheels that fit other cars.

I liked the look of wire wheels but wanted something easier to maintain. I was able to find a set of 14-inch Appliance Wire-Mag wheels that were used on Datsun 510s to create the 1970s period look. The wheels were made in 1975 in Japan. To maintain the same tire diameter, 70s series tires were ordered. Fitting lower profile tires on larger rims is common to maintain speedometer accuracy.

The wheels were scruffy but could be restored with lots of cleaning and polishing. It was advised to start with 200-grit wet-dry emery paper, working up to 1500-grit. Then the wheels need to be treated to rouge polishing with different compounds. Estimated time per wheel was 15 hours. I managed to polish one wheel to some degree.

At this year's Britain on the Green, I found the solution to the time consuming problem of polishing five wheels. Kwicksilver of Virginia was a patron sponsor at BOG and had a display at BOG. Kwicksilver is in Stafford County about five miles from my house. (For information about Kwicksilver, see the advertisement below.)



Aftermarket Appliance Wire Mag rims made in 1975 suffered from curb rash and gouges. The finish was dull instead of the desired mirror finish.



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Stephen Oertwig polishes recently refurbished 14-inch wheels that replaced the stock 13-inch wheels on the 2000

Alloy wheels do bend. Ask anyone who has 40-series tires after hitting a foot-deep pothole. Luckily, Kwicksilver specializes in straightening wheels. When I bought the wheels for \$25 each, there was no way to judge how true they were. It turned out that four of the five wheels were bent or had been bent after six months of driving.

Straightening alloy wheels is more complicated than hammering out a steel wheel as was done in the old days. Specialized equipment restores shaping in combination with heat. The correct tools also made short work of polishing and cleaning the faux wire spokes.

It was well worth the cost of \$870 to straighten four wheels and polish all five. The polished alloy sets off the elegance of the 2000 saloon and the ride and handling are better.

Vintage alloy wheels demand more care than standard steel wheels or modern wheels that have protective coating. Harsh cleaners cannot be used and brake dust needs to be removed frequently. After washing the wheels, it is important to remove water to prevent spotting. The finish step in maintenance is to clean with an alloy cleaner and polish with a microfiber towel.

Upgrading the looks of a Triumph with new wheels and better performing tires is a simple fix that can be reversed in case there is a need to return to original specifications.

Trending with CTR

News of Members in Brief



Tom Burke has been hard at work turning the building his grandfather built as a garage and which is father converted into a shed back into a garage to house his son Thomas' Alfa Romeo GTV Veloce 2000 while it undergoes the first stages of a restoration.

Here Thomas and Mary Burke admire Tom's handiwork.

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Before and After Photos of Dent Repairs



EVENTS

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

- 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 16 - CTR ESB Meeting, Arlington, VA
Aug 20 - MG/TR Test Drive, Centreville, VA *CTR*
Aug 28 - Cruisin’ for Crustaceans *CTR*
Sep 9 - Deadline for the September issue of *The Standard*
Sep 13 - CTR ESB Meeting, Arlington, VA
Sep 17 - Brits by the River, Delaware City, DE
Sep 17 - 41st Edgar Rohr Antique Car Show, Manassas, VA
Sep 24 - MGs on the Rocks, Rocks State Park, Street, MD
Sep 30-Oct 1 - Shenandoah Valley British Car Festival, Waynesboro, VA
Oct 3-7 - VTR National Convention, Lake Texoma, TX, *CTR*
Oct 9 - Hunt Country Classic, Middleburg, VA, and CTR post-show get together, Haymarket, VA *CTR*
Oct 14 - Deadline for the October issue of *The Standard*
Oct 14-16 - American British Reliability Run, West Chester, PA, contact [Bob DeLucia](#) of Delaware Valley Triumphs
Oct 22 - Treasured Motorcars Car Show and Open House, Reisterstown, MD
Oct 30 - Fall Foliage Tour *CTR*

*** Much More to Come ***

Keep up to date on CTR events by visiting our on-line calendar: <http://capitaltriumphregister.com/events/>

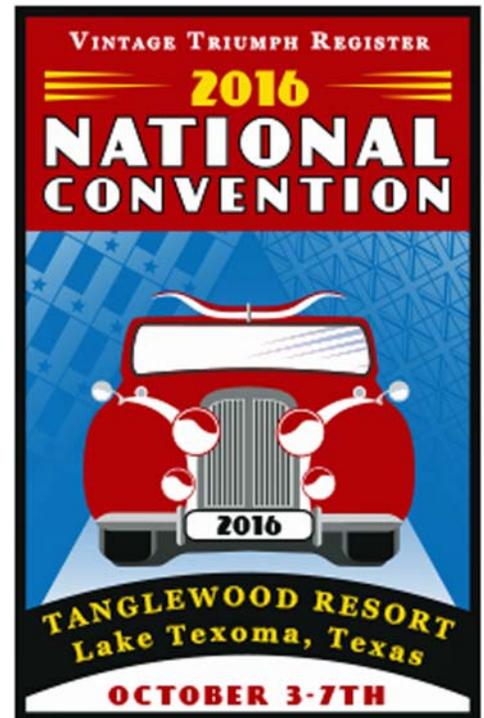


CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you’re interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the “Capital Triumph Register.” Contact Art Fournier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

So, now there is no excuse for missing participation points at club events for not having club clothing.

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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:

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



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Trending with CTR

News of Members in Brief



Above: CTR long time (and long distance) member Dennis Eckhout took advantage of a business trip east from Oklahoma City to check out Lionel Mitchell's maple TR6 restoration on July 10th.



Above: MaryLou, Bill Jordan's TR3A, and the first place trophy won at a Cruise In in Strasburg, Virginia, in early July. Fitting recognition for beautiful car!



Below left: Lionel Mitchell (top) and RJ Fortwengler (bottom) had the opportunity to test drive an Audi A8 and an Audi TT on June 18th. Unlike your average test drive, they were allowed to open the cars up and explore their capabilities!



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CLASSIFIED

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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 sthomsotr6@gmail.com

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



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



(Continued on Page 18)

Classifieds (Continued from Page 17)

For sale: Breathing Air Pump. Painting with automobile clear coat is hazardous, the vapors never leave your lungs. Gauze masks are inadequate, OK for base paints. This is an air pump to supply fresh air from a safe distance, 50 feet. I bought it from a body shop several years ago. I paid \$350.00; I'm asking \$300.00 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



For sale: 1971 TR6. Original owner of a TR6 in good condition. Replaced Stromberg carbs with Webers. Dupont Flex Rippon used. Includes black tonneau cover, after market hardtop, all fenders replaced with factory parts. All reasonable offers considered. Call 202-210-4489.



For sale 1958 TR3A. Needs a good home. The car is in pretty good condition. My daughter drove it during her wedding in 2008, and I drive it locally often. It has been garage kept, and was recently serviced by Mercer and Woodson Auto in Richmond. Runs very good. Needs a bit of cosmetic work, but is an attractive ride as is. Could use some chrome and paint sometime soon. Interior has a few holes and a tear in the back seat. Although, who could sit back there I don't know. Car is located 20 miles west of Richmond, Va. The asking price is \$12,900 or best offer. Respond with any questions. Contact George Groome at GCG6823@hotmail.com

For sale: 1971 TR6. British Racing Green. Asking \$10,000 (negotiable). I will be home after July 2. Joe Cannon cell: 703-282-4651.



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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What does MG stand for:

- A. Quality and Reliability
- B. Morris Garages
- C. More Grease!
- D. Motorized Gears

Answer: B. Morris Garages, named for William Richard Morris, 1st Viscount Nuffield GBE, CH, FRS who started a motorcycle company in 1901 that eventually produced MGs.



Signs of the Times



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