



# THE STANDARD

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*Scott and Sandy Thomson with Scott's Group 44 tribute 1970 GT6+ prior to the gymkhana at The Roadster Factory Summer Party held August 4<sup>th</sup>-6<sup>th</sup> in Armagh, Pennsylvania. Scott and Sandy finished 1<sup>st</sup> in the gymkhana and Scott placed 1<sup>st</sup> in his class in the car show.*

*For more on the Summer Party, turn to page 6.*

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## From the President

By Stephen Oertwig

### “Winning isn’t everything – it’s all there is” on track

Athletes of the world are competing in the Olympics as the ultimate test of human endurance. Winning – and losing – rest alone on mental and physical strength and determination.

Competition has been engrained in the mortal psyche for eons. Just within the past century have humans tested the strength of man and machine in the ultimate test of body and mechanical design.

Auto racing is not an individual sport. It is about teamwork and pushing the breaking points of nerves and steel. Last month I mentioned my favorite car team of Mike and Edd of Wheeler Dealer fame. Mike and Edd aren’t competing on the track but are out to win with restoring cars and making a quid or two.

The big screen (at least bigger than today’s TVs) has notable examples of stories of the quest to win at the track. While held captive inside an airplane for 12 hours I had to break the monotony of droning engines and scrolled through the inflight entertainment. Movies didn’t interest me, but finding two documentaries fired my mental spark plugs.

The first documentary was “Steve McQueen: The Man & Le Mans.” It provides a look at Steve McQueen and his less than successful attempt to capture the trackside experience of the iconic 24-hour race in France. “Le Mans” introduced never before captured views of auto racing with revolutionary cinema photography. McQueen had an eye for directing a true gear head classic, but lacked the clarity to manage all the details. It took months to produce a script that introduced dialogue and suspense to the sounds and sights of Porsches and Ferraris. It is worth watching just to see what the 24 hours of Le Mans is all about.

The second feature I watched was far more powerful and a positive retrospective on a driver and the sport. “Winning: The Racing Life of Paul Newman” shows the humility of Paul Newman and his love of cars. This is an important film for Triumph fans because Newman drove Triumphs as he progressed through his second career as a racecar driver. The documentary shows glimpses of Newman racing a TR6, but does not show him with the 2000 Mk 2 he built for the track. He had signed with Datsun and could not drive the PLN Le Taxi. The 2000 did make one race, and still survives today. Photos on the 2000 are on the Triumph 2000 Register page at [http://triumph2000register.co.uk/?page\\_id=98](http://triumph2000register.co.uk/?page_id=98). The Winning documentary shows how it is possible for anyone to accomplish dreams. Newman didn’t start racing until he was 47 years old. A trailer for the movie is at <https://www.youtube.com/watch?v=4Szj0gCkFuk>.

It is great to see that Team CTR made a respectable showing at The Roadster Factory Summer Party. Scott Thomson led the

contingent of winning CTR members with his white GT6 that preserves the legacy of Triumph. Congratulations to CTR members who attended the summer party.

CTR needs more events to finish out the year. We have two events in August, and there are a few British car shows in September and October. As we cool down after August, it would be nice to see someone plan driving events.

The tools we use most are our hands. Hand tools are getting harder to find. I needed a hand drill just for a couple pilot holes. The big box hardware store clerk told me hand drills are not carried any longer. Life is changing too quickly.

I want to announce the latest Triumph in my life. Hahnje Vitesse was born Aug. 2 to my son, Herald, and his wife. The tradition of keeping the Triumph name alive, in more way than one, now rests with Hahnje Vitesse. I have a Sports 6, which is really a Vitesse. Now I really need to get my Herald and Sports 6 on the road so son and granddaughter can enjoy motoring in a Triumph drop head coupes.

Drive on and drive often, but stay cool and drink water.

### Please welcome CTR members who have recently renewed their memberships:

- ◆ Marc Botzin
- ◆ Anne Miduch
- ◆ John Waypa
- ◆ David Balboni



## CTR Happenings

### Late Summer and Fall Events

August is a busy month. Some of us attended The Roadster Factory Summer Party in Armagh, Pennsylvania, August 4<sup>th</sup> through 6<sup>th</sup>. In the next few weeks, we have two popular events: the MG Club’s annual Test Drive event on Saturday, August 20<sup>th</sup> at the Bull Run Park in Centreville, Virginia, and the 23<sup>rd</sup> annual Cruisin’ for Crustaceans tour in Southern Maryland on Sunday, August 28<sup>th</sup>. Evites have been sent out for both these events. To participate, please reply to the evite or contact the event organizers. Details were in the July issue of newsletter.

Two new events have been added for September: participation in the Virginia Scottish Games car show on Saturday, September 3<sup>rd</sup>, and a winery visit and picnic on Saturday, September 24<sup>th</sup>. More information may be found on page 4. Also in September, there will be a BOG 2017 planning meeting on Tuesday, September 27<sup>th</sup> in Arlington. This will take the place of our regular September Executive Steering Board meeting and focus on planning for our 20<sup>th</sup> anniversary car show.

On October 9<sup>th</sup>, we have our annual double header. No, it’s not a baseball game; it’s a solid turnout for the MG Club’s annual Hunt Country Classic British car show near Middleburg fol-

lowed by a post-show get together at Lionel and Nancy Mitchell's home in nearby Haymarket, Virginia. You don't need to attend the Hunt Country Classic to attend the gathering at the Mitchell's, but we hope you do. And please, please do our friends in the MG Club a favor by pre-registering for their show! It makes their planning so much easier (and helps ensure a proper number of classes and awards for Triumphs). Later in the month, we will hold our annual Fall Foliage Tour on October 30<sup>th</sup>.

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.

### September and October Car Shows

In addition to the Virginia Scottish Games and Hunt Country Classic shows, there are several car shows within easy driving distance of the Washington metropolitan area. The 41<sup>st</sup> annual Edgar Rohr Antique Car Meet will be held in Manassas, Virginia, on September 17<sup>th</sup>; Classics on the Green will be held at the New Kent Winery near Williamsburg, Virginia, on the 18<sup>th</sup> (registrations close September 1<sup>st</sup>); MGs on the Rocks will be held at Rocks State Park near Street, Maryland, on the 24<sup>th</sup>; and the Shenandoah Valley British Car Festival will be held in Waynesboro, Virginia, on October 1<sup>st</sup>. Links and additional information may be found on our website.



## Planning for BOG 2017

John Buescher

Next year will be the 20<sup>th</sup> Anniversary of Britain on the Green. It is difficult to grasp that CTR members have been organizing BOG over these years at three different locations: Woodlawn Plantation, Collingwood House and Museum, and Gunston Hall.

To commence planning for this monumental event, the Executive Steering Board and BOG 2016 Subcommittee Chairpersons will meet on September 27<sup>th</sup> holding a dedicated planning meeting for BOG 2017. The BOG 2016 committee conducted an online post-show survey receiving valuable suggestions. These survey suggestions will be the starting point for the ESB's discussions. However, we want to ensure the entire CTR membership has an opportunity and are looking for **your** input in making BOG 2017 the best show to date. If you have any suggestions, such as selling CTR regalia, producing a commemorative BOG 2017 shirt, developing a calendar displaying past BOG posters, or proposing new awards; or if you have attended other car show and noticed any novel show features, let the ESB know.

Please send your comments and recommendations for inclusion in the upcoming planning meeting to the BOG 2017 Co-coordinators, John Buescher ([jbuescher1616@gmail.com](mailto:jbuescher1616@gmail.com)) and Matt Schipani ([mschipani@gmail.com](mailto:mschipani@gmail.com)).



## From the Editor

By Art Fournier

Thank you for your response to my request in last month's newsletter for more articles and inputs for *The Standard*; you'll find these in this and next month's issues. But we will need more over the coming months to keep these pages full, so keep them coming! Otherwise, I don't want to hear any complaints about thin newsletters!

And our event directors need your help also. If you have an idea for an event: a road tour, a destination, a tech session, a Get Your Hands Dirty project, or who knows what else, let Tom Burke, Pete Farrell, or anyone on the Executive Steering Board know. We've recently introduced a few new events such as a spring rally, participation in the Virginia Scottish Games, and a winery visit. I'm sure you have some good ideas for more. As we get into (hopefully) cooler fall weather, there's no excuse not to get your car – if not your Triumph, your other car – out on the road. We are, after all, a club dedicated to the enjoyment of automobiles!

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# Virginia Scottish Games

**Saturday, September 3<sup>rd</sup> at Great Meadow  
5089 Old Tavern Road, The Plains, VA 20198  
Christopher Yurasko**

This is the most family friendly car show of the year. There are tons of events for everyone including watching the games (large men in kilts throwing heavy objects), sword fighting, children's plays, kids Scottish games, food and merchandise vendors galore, bagpiping, sheep herding, and lots more!



Gates open at 9:00 AM, we'll plan on meeting at 10:00 AM at the car show area for introductions and then again at 12:30 for lunch. Bring a chair if you would like to sit down. Sunblock and water are recommended. There are events throughout the entire day so everyone will be free to see them at their own pace.

Registration for the car show is \$15 and includes two complimentary tickets to the Scottish Games. Normal admission to the games is \$20 per person. So, you save \$25 by driving your Triumph to the games.

Registration is done in two steps:

1. Register your car with the games: <http://www.vascottishgames.org/CarShow.html>
2. RSVP to Christopher Yurasko at [cyurasko@yahoo.com](mailto:cyurasko@yahoo.com) or call at 703-919-4069



CTR and BOG are on Facebook.

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

# Running Hare Vineyard Visit

**September 24<sup>th</sup>  
Art Fournier**

As summer winds down and the fall harvest season approaches, a visit to a local winery seems appropriate. While Virginia is justifiably renowned for its wineries, Calvert County in Maryland now has five wineries within its semi-rural confines only a short distance outside the Washington Beltway. On Saturday, September 24<sup>th</sup>, we'll visit one of them after enjoying a few backroads. Southern Maryland isn't just for crabs anymore! But wait – you say you enjoy a fine pint of beer rather than a glass of wine? Not a problem! Running Hare Vineyard offers craft beers in addition to wines.



Running Hare Vineyard opened its gates in August 2008. Since then, the winery has expanded from a 550 gallon tank capacity to a 12,772 gallon tank capacity and has produced over 100,000 bottles of wine to date. Running Hare wines have since won multiple regional and international medals for their wines.

While they don't offer winery tours, Running Hare has an outdoor tasting room with both their own wine and craft beer from the Calvert Brewing Company available. The tasting fee is \$8.00 with additional wine for sale by the glass or bottle. On Saturdays and Sundays they have live music and extensive, shady picnic grounds. While a food truck is frequently available, I recommend you bring a picnic lunch or munchies to enjoy. One warning: the road into the winery is long, narrow and partially paved, partially graveled.

We'll plan on meeting at 11:30 and taking our time driving to the winery. The planned route is 35 miles and should take just under an hour to drive. As was the case for the Spring Rally and Cruisin' for Crustaceans, we'll meet at the Shell station 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.) Our drive will end at the Running Hare Vineyard, located west of Prince Frederick, Maryland. Running Hare's website is <http://runningharevineyard.com/>

Contact Art Fournier at [artfournier@comcast.net](mailto:artfournier@comcast.net) or 410-535-0690 for additional information. As always, CTR asks that you drive and drink responsibly.

# An Economy Run: Food for Thought

Pete Philips

Not long ago I enjoyed a day's motoring with a merry band from the club. During a car-side chat Paul Edelstein asked if I'd thought of "doing another economy run?". I had, in fact, thought of that. Some background is necessary.

In 2009 and 2010 I had some involvement with economy runs sponsored by the Richmond group. You may recall reading about this in Moss Motor's Spring edition of *British Motoring*. These two events were well attended; drawing from a wide spectrum of the hobby. In each case the cost to the club was negligible; resulting from high quality event badging. (Both of the magnetic door badges grace my tool cabinets.) It did not escape notice that participants simply had a very good time. At the end of the day after the first event a fellow I did not know came up and said "I have only one complaint." I girded my loins. A smile broke out and he said "I have to wait a year to do this again."

Looking back it is clear this was a well-received driving event because it was competitive without requiring bending the law. A true run-what-you-brung a well driven car could have a chance; rust and dents notwithstanding.

To level the playing field we had classes based on displacement. To allow an over-all winner we took a page from the rule book of the old Mobil Gas Economy Run; calculating "ton miles-per-gallon" on each car in addition to actual miles-per-gallon. This formula used to allow the Big Three to advertise the thriftiness of Imperials, Continentals, and Sedan Deville's along with Falcons, Larks, and Valiants. It's a weight handicapping formula and it allowed Richmond's foremost metal fabricator James Bowler to win hands down in his work F-150. To his credit he drove well.

Our routes were about 100 miles, carefully measured these were chosen to preclude short cutting. Knowing most of the cars would have wildly inaccurate odometers we did not want to mess with calibration of each participant. We also did not want to rule out folks whose speedometers had been sent to Nissongers (never to be seen again.) We assumed every car went the same distance and simply divided the fuel used into that common number. This explains why we went to great lengths to rule out short cuts.

We had a staffed checkpoint, year one it had pine trees; year two a restroom. Essentially this was where entrants turned around and headed home. Once back each car was topped up with an official present to assure the tanks were actually full. Once all the cars were in we adjourned to lunch while the numbers were crunched and the certificates printed up.

The results were interesting. My TR-4A turned in a hair over 36 MPG in the first year. In year two my Herald, now Steve Ortwig's, won its class at a bit over 38, despite blown headgas-

ket. (How's that for provenance Steve?) Both years the Gallic entries, 2CVs, neared 50 MPG. A carefully driven late model Corvette topped 30 MPG and an artfully driven TR7 Spider came in at a bit over 38. Many of us were surprised at just how well the cars did.



Some cars were "prepped," though I say that with tongue in cheek. I think everyone had twice the air pressure in their tires they normally carried; driving over a leaf in the 4A would shake fillings loose. One patina rich "3" had no windshield (it rained), no spare, and no spare compartment cover. As I recall he used more oil than fuel.

Each year the event favorite was an earthshaking '67 Olds 442 piloted by a neighbor who had had it since his college days when it was new.

A team from northern New York participated each year; winning their class the second time around. They won the Douglas MacArthur trophy for saying they would "Be back" and meaning it.

So, in answer to Paul's question the answer is "yes"; I'd love to do it again. If you have interest why not let Steve know? Or you can let me know if you like ([pkphilips@comcast.net](mailto:pkphilips@comcast.net)). These events are simple, cheap, tremendous fun.

For *Moss Motoring's* article, see <http://www.mossmotoring.com/economy-run-revival/>



# The Roadster Factory Summer Party

August 4<sup>th</sup>-6<sup>th</sup>  
Art Fournier

After skipping a year, The Roadster Factory Summer Party was back for 2016 with driving and car-related events spread out over August 4<sup>th</sup> through 6<sup>th</sup>.

CTR was represented by a small, but dedicated, group: Paul and Sharon Edelstein with their TR8, Art Fournier with his TR7, and Sandy and Scott Thomson with Scott's Group 44 tribute GT6. Paul and Sharon stayed in a B&B in Dilltown, Art stayed at a motel in Indiana, Pennsylvania, and Sandy and Scott roughed it by camping on the grounds of The Roadster Factory in Armagh.

On Thursday evening, the group ventured down to Johnstown to eat at Asiago's, an Italian restaurant at the top to the incline railway. From the restaurant, there's a tremendous night time view of Johnstown. Although we drove up to the restaurant, we couldn't resist the opportunity to ride on the incline railway which was originally constructed in 1891. The incline has a 71.97% grade which is claimed to be the steepest continuous grade of any incline railway in the world. Back at The Roadster Factory, there was a bonfire and movies.

Friday's events included the gymkhana which was held in Indiana and run by the Central Pennsylvania British Car Club of Altoona. Everyone in the CTR contingent took part with Paul Edelstein acting as "navigator" for Art Fournier between his and Sharon's runs. Scott and Sandy Thomson pulled off a win in this



event with the best time through the course that required driver and passenger to complete a variety of challenges in and out of their cars. After the gymkhana, there was a LeMans start competition. Scott came in 5<sup>th</sup> overall – no small feat considering his car is a coupe rather than a convertible. For the brave at heart (mostly those driving prepared TR8s) there was the option of going to the drag strip near Blairsville for a few runs. We all passed.

After the gymkhana, there was a self-guided mountain tour over great back roads to Ligonier where a lunch stop at the Ligonier Country Inn was recommended. Unfortunately, the restaurant wasn't open so we made do with a bite at a local Subway before heading back to get ready for the car show. The show was held on the street in front of the Coventry Inn, TRF proprietor Charles Runyan's restaurant in Indiana. The "Couleurs d'Élegance" show divided cars by color rather than by marque or model. Scott Thomson came through again with a first place finish in the "White/Silver/Gray" car category.

Which brings us to Saturday. A "mini hill climb" held on the grounds of Indiana University of Pennsylvania was the first event of the day. Again, the prepared TR8s set the pace with some cars



Above: Sharon Edelstein with Phil the groundhog during a side trip to nearby Punxsutawney, Pennsylvania



Top: Art Fournier, Paul Edelstein, and Sandy and Scott Thomson at the Asiago restaurant high above Johnstown  
Bottom: Art Fournier and Paul Edelstein tackle the gymkhana



clocking over 100 mph on the 0.6 mile uphill course. In the afternoon, there was a tulip (time, speed, and distance) rallye over a 20 mile course of paved and unpaved roads near Armagh. Art Fournier didn't have a navigator, but rode with Jonathan Bonds of the Delaware Valley Triumphs in his TR5 (not TR250) and wound up with the best time of any of the CTR entrants with an 11<sup>th</sup> place finish, nudging out Paul and Sharon Edelstein. Scott and Sandy Thomson finished 35<sup>th</sup>, but probably would have done much better if the speedometer and odometer in the GT6 had been working! After the rallye there was a pulled pork dinner under a tent on The Roadster Factory grounds. As is their tradition, the dinner was served on china with silverware and cloth napkins for a touch of elegance. There was live '70s music during and after dinner and the evening ended with a bonfire and the awards ceremony.

Whew! It was a busy, but fun, trip to the Allegheny Mountains. 2016 was my fourth Summer Party; the Edelsteins and Thomsons participate regularly. I'm not sure how many people attended, but would guess there were somewhere around 125 cars, mostly Triumphs, on hand. Years ago there would probably have been three or four times that many. It's a shame that more people, especially from CTR, didn't attend. The weather varied from warm to hot, but was dry with the exception of a few sprinkles during the night on Friday. In all, I put 728 trouble-free

*(Continued on Page 8)*



*Top: An unexpected encounter during the mountain tour  
Center: Paul and Sharon Edelstein take on the gymkhana  
Bottom: Sharon and Paul Edelstein and Scott and Sandy Thomson in front of the Coventry Inn during the car show*



## The Roadster Factory

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**TRF Summer Party (Continued from Page 7)**

miles on my TR7 and had a great time! Thanks go to Charles Runyan and his Roadster Factory crew plus the car clubs that helped organize and run the various events! I hope the Summer Party tradition continues and look forward to participating in 2017!



*Top: Art Fournier and Paul & Sharon Edelstein getting set to enjoy dinner under the tent Saturday evening  
Bottom: TR8s lined up in the campground at The Roadster Factory*

*Top: Prior to the individual timed runs, cars participating in the mini hill climb drove up the hill as a group to get a feel for the course — something of a parade lap.*

*Bottom: During the “Couleurs d’Elegance” car show, the cars were grouped by color, rather than by marque or model.*

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# Trending with CTR

## News of Members in Brief



Here are two different views of the Sully Antique Auto Show held on Fathers' Day each year at the Sully Plantation in Chantilly, Virginia.

Bruce Metcalf (above) is shown with his Model A Ford (which makes his TR4 look modern). Bruce serves as flea market coordinator at the show.

Paul and Rebecca Edelstein (below) are shown with Paul's TR8 which won first prize honors in the show's international class.



Issue 156 of the Vintage Triumph Register's magazine, *The Vintage Triumph*, contained two CTR links. The first was a short article on Christopher Yurasko's TR250 and its ties to his family.

The second was a photo of a TR3A once owned by Steele Lipe. Steele's current TR3A was featured in a photograph in a Moss Motors flyer advertising their Motorfest 2017. Steele's TR3A, which is similar to the one he owned as a medical intern in San Francisco in 1960, is the first in line in the Moss Motors photo taken at the Motorfest 2015



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## EVENTS

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

- Aug 20** - MG/TR Test Drive, Centreville, VA \*CTR\*  
**Aug 28** - Cruisin' for Crustaceans \*CTR\*  
**Sep 3** - Virginia Scottish Games British Car Show \*CTR\*  
**Sep 9** - Deadline for the September issue of *The Standard*  
**Sep 17** - Brits by the River, Delaware City, DE  
**Sep 17** - 41<sup>st</sup> Edgar Rohr Antique Car Show, Manassas, VA  
**Sep 18** - Classics on the Green, New Kent Winery near Williamsburg, VA  
**Sep 24** - MGs on the Rocks, Rocks State Park, Street, MD  
**Sep 24** - Running Hare Vineyard Visit \*CTR\*  
**Sep 27** - BOG 2017 Planning Meeting, Arlington, VA  
**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 22** - Wheels for Meals car show, Gainesville, VA  
**Oct 30** - Fall Foliage Tour \*CTR\*  
**Nov 4** - CTR Executive Steering Board Meeting, Arlington, VA (date subject to adjustment)

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

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

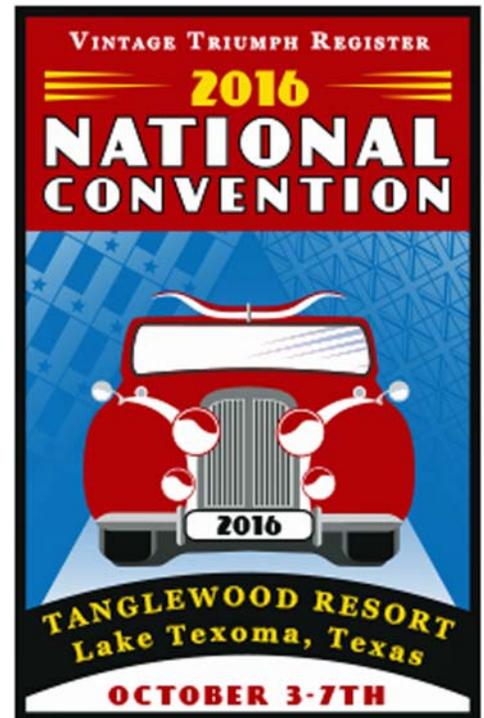


**CTR Name Badges.** The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the “Capital Triumph Register.” Contact Art Fournier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

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

## CARS WANTED

**Serious Buyer For:**

Jaguar, XK-XKE, MG "T" series, MGA, Triumph TR 2-3-4-250,

Mercedes 190-220-230-250-280 SL, All open cars, Porsche 356-911-914,

Austin Healey, Riley, Alfa-Romeo, Singer, Model T- A , Morgan, Ford Mustang

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# Personal Triumphs: Two Powerful Words

Bruce Hislop

I shall begin by stating emphatically that I place all blame on Tom Burke. I'm not saying it is his fault, just that I'm blaming him. He is the one who emailed me in late June with a link to a TR7 Spider on eBay. He is the one who used logic, arguing that it is much cheaper and faster to purchase a running Spider than to restore one. He is the one who said that if I'm looking to work on a Spider not to worry; it is, after all, a Triumph, thus pretty much always needs something. The text of his email text even had that semi-exasperated sigh of one who knows from experience.

I gave the car no consideration. I already have two TR7s and a very happy marriage. Another TRansaction (see what I did there?) would likely test my marriage – something all married men should avoid. Yet, it sure is a nice example of a Spider! All four rims are Spider rims ("regular" TR8 rims with an S stamped on the side), the carpet is in decent enough shape, and the seats are original – with only a minor tear. And did I mention that it has dual Weber side-drafts? Oooh! And the decals are original Spider decals that reflect light at night. How totally cool is that?

But this is not an article disparaging Tom, nor is it an exultation of a Spider on eBay. It is a paean to those wives, husbands and significant others who not only tolerate our strange obsession with the defunct car brand, but who support, nay, enable our "hobby." Allow me to elaborate...

I showed Miriam Tom's email and the Spider on eBay. She looked at me and asked, only partially skeptically, "Do you want to get it?" I reminded her that I already have a Spider, albeit in many, many pieces, as well as an operational, albeit ugly, TR7. While I attempted to convey a serious tone, I think my eyes (and perhaps my salivation response) gave away my hopes and dreams.

In the history of verbal communication some of the most powerful and emotional phrases are made up of only two words: Good job, You're hired, You're cured, Not guilty. Miriam has uttered such two-word phrases twice, and each brought me such overwhelming joy. The first was on March 20<sup>th</sup>, 1994 when she looked me in the eye and said, in front of both of our families and many of our friends, "I do." The second was right after I reminded her that I already have a spider, albeit in many, many pieces, as well as an operational, albeit ugly, TR7. She looked me in the eye and said, "Get it!" Of course I was taken aback. Perplexed. Unsure of what her true motivation was.

She became more wordy (sometimes two words just aren't enough) and explained that she is happy when I'm happy, and she knows that I'm happy when I'm driving my TR7 around to CTR events or just putting miles under it on a nice day. She added that she knows I've wanted a Spider for a very long time and wants

me to have a nice one to enjoy now, rather than later. Her father died before he retired and never got to do all those things earmarked for "later." She wanted me to enjoy the Spider now – not in 4+ years when the boys are out of the house and my weekends are no longer chock full of swim meets, practices and other child-centric, time-sucking events, and I'm finally able to devote the time and money required to restore my Spider. She then hinted that if I had a reliable Triumph in which she felt comfortable, she might attend some car club events with me or just ride around in the car.

I am now the owner of yet another TR7 Spider! This is the 5<sup>th</sup> Wedge I've owned, and the only time I've repeated a color! By the time this gets to print, it should have been delivered to Crofton, and I should be tooling around in it. I don't need three Wedges, so the red Wedge and the "old" Spider are for sale: see the "Classified" section of this newsletter, as well as the CTR Facebook page. If they don't sell soon, they're going on eBay!

I must again thank Tom for bringing this Spider to my attention. I don't scan eBay, so were it not for him I would not have known about the car. I must also thank Miriam for uttering such wonderful two-word phrases that remind me of how fortunate I am to have her in my life. I will thank all CTR members in advance for helping me to keep the "new" Spider running and reliable such that Miriam will feel comfortable riding in it to future CTR events.

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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.**

**1980 TR7 Convertible for sale.** \$2000 or best offer. 5 Speed. 71,773 original miles. Runs well, lots of new parts installed (shocks, struts, front brake pads, brake master cylinder). Carbs rebuilt last summer. Must sell, just bought another one! Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5719511716.html> Contact Bruce at 410-721-9411.

**1980 TR7 Spider convertible disassembled and ready for restoration.** \$900 or first reasonable offer. Missing engine and transmission, but I have a Buick 3.8L V6 and automatic transmission I can throw in. John's Cars makes a conversion kit. I can also throw in a rotisserie. Bring a trailer to get all the assorted bits and bobs! (including original Spider rims!) Pics and additional info can be seen on Craigslist: <http://annapolis.craigslist.org/cto/5717962880.html> Contact Bruce at 410-721-9411.

**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](mailto: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](mailto: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](mailto: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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## THE STANDARD

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# Triumph Trivia

Christopher Yurasko

**TRIUMPH TRIVIA:** What is a Dolly Sprint?

The Sprint was a special edition of the Triumph Dolomite made from 1973-1980 featuring a more refined interior and a slightly upgraded engine. The Sprint was designed to be a competitor with the BMW sedans of the day. In all almost 23,000 were made.



Hank Seiff spotted the sign at right recently in Ontario on the Lake in Canada. No, we don't know what it means either, but it sounds ominous.

# Signs of the Times



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