



THE STANDARD

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*Oncoming traffic waits while a line of Triumphs heads into Southern Maryland on CTR's
23rd annual Cruisin' for Crustaceans tour.*

The weather, roads, and company were great and the crabs were plentiful — a summer day doesn't get much better!

For more, see page 8.

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From the President

By Stephen Oertwig

“It’s the end of the world as we know it”

It’s a sad day for Triumph owners. Triumph is fading from the everyday vernacular of the automotive world.

It was a shock to see that Triumph is absent from the list of cars at some of our favorite local auto parts store (FLAPS). Have suppliers who specialize in Triumph parts captured the market and created an oligopoly?

The extreme heat of this summer delayed the need to get the GT6 back on the road. Driving in the summer is referred to as “famous GT6 cabin heat.” It is more like “infamous.” The GT6 has been resting since the Lucas alternator bearings fried and the fan belt was shredded on the way home from Britain on the Green. The recent dip in temperature tempted me to drive the GT6, so I had to get my hands dirty.

I had bought a rebuilt alternator from British Standard Motors at its open house this spring. I wanted a little more electrical juice and jumped from the 16 ACR to 18 ACR alternator. British Standard Motors supplied two belts to make sure I had the right length. Fitting the rebuilt alternator was easy because of the liberal access the tilting bonnet the GT6 offers, but fitting the belts was befuddling.

One belt was too short; the other was too long. I should have done what Edd of Wheelers Dealers does – wrap a piece of twine around the pulleys and measure the length. I headed to the closest FLAPS and asked for a 45-inch belt. The counter guy said he needed the brand to look up the belt. Triumph was not one of the brands listed. Gone. Neither was MG. Without a car type, the sales person could not look up the size of belt needed. No problem – lets go look at the belts. Another surprise because lengths were not listed on the belts.

It was off to the next FLAPS. Triumph was listed, and a belt for the GT6 was in stock. Only two belts were left, so I took them both because they were different lengths. It wasn’t much later that I was on the road enjoying the lovely sound of the GT6’s exhaust.

There is a lesson to this story: Carry a spares kit. When I drove a TR3, I never went anywhere without a spare fan belt, points, spark plugs, fuses, duct tape, wire, and a few wrenches. We can’t depend on FLAPS to have the parts we need, so buy from the suppliers who cater to Triumphs. There are exceptions as Jim Moscardini found out recently. The oil pressure switch failed on his Spit6, and the closest FLAPS had one in stock.

I normally wear gloves when working on cars, but sometimes the gloves have to come off. There are a variety of hand cleaners on the market, but my childhood favorite soap is Lava. Lava has been cleaning up America’s dirtiest hands for more than a hundred years. It was developed in 1893 by the Walthe Co. in St. Louis. Lava is one of those specialty products, but I found it at the store where America shops in the automotive section. When I researched Lava on the web, I found out it is made by the company that makes the greatest miracle lubricant of all time – WD40.

It was great to see all the Capital Triumph Register members at the MG and Triumph test-drive and the world famous Cruisin’ for Crustaceans. This was the first year I really took the time to drive other cars, and I had a blast. I drove three different TR7s owned by Art Fournier, Lionel Mitchell, and Stephen Pryor. Each car drove differently, which shows how personal our cars are. Triumph sports cars are more fun to drive than the 2000. Thanks to everyone who let me drive your car.

Driving and food always bring out CTR members and the annual Cruisin’ for Crustaceans was a big success. We really enjoyed the drive through the Maryland countryside and by the many cornfields. Pete Philips was the long-distance champ for the cruise. Pete talked about an economy run and possible dates and location. (Read Pete’s article in the August Standard about the economy run.)

My wish list for this winter is growing longer. Tops on the list is air conditioning for the 2000. Then there is the project to get the Herald on the road. I need to drop the frame from the body to fix the rusted areas. The GT6 needs some serious love. I need to redo the seats, clean the body up, and fit the halogen headlamps. Back windows are on the list for the two 2000 Mk 1s.

Last, and most important, on my wish list is to increase member participation and events for CTR. Life is busy for everyone, especially in the Capital Region, but small contributions in time result in big dividends for everyone in CTR. I am looking for a place to do a driving event myself.

Need help getting your Triumph on the road? Schedule a get-your-hands-dirty session. You will be amazed what everyone can do to put you on the road. I’ll even bring the Lava.

Membership is strong, and renewing members are just as important as new members. Welcome back to Scott Tilton, who was at the MG-Triumph test-drive. Scott is an active TR6 owner and Vintage Triumph Register member.

Summer may be over, but the driving season is not. See everyone at the Hunt Country Classic October 9. Make sure I talk to you because you are important. Tell me your story. Anyone can join an organization, but the value of the organization is enhanced when you actively participate in events.

Drive on and drive often. And keep driving.

CTR members who have recently renewed their memberships:

- ◆ Harvey Lee
- ◆ Tomislav Marincic
- ◆ William Olson
- ◆ Scott Tilton
- ◆ John Stanton
- ◆ Dennis Velez
- ◆ David Rogers



CTR Happenings

Fall Events

There will be a BOG 2017 planning meeting on Tuesday, October 4th in Arlington. This had originally been scheduled for September 27th.) The meeting will focus on planning for our 20th anniversary car show which will be coming up on Sunday, April 30, 2017 at Gunston Hall.

On October 9th, 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 followed 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). Also, please RSVP in a timely way to the evite on the club picnic so that the Mitchells can plan appropriately for quantities of food and drink.

Later in the month, we will hold our annual Fall Foliage Tour on October 30th. Details on the October and remaining September events may be found on pages 4 and 5.

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 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. His new address is shown on the membership form on page 19.

2017 CTR Calendar

Are you interested in getting a 2017 CTR calendar for your office, home, or garage? How about seeing pictures of your car

on it? This year as you take pictures at CTR events, please send them to Christopher Yurasko for possible inclusion. Send your pictures to: cyurasko@yahoo.com, please indicate in the email that he has permission to use them for the calendar.

Evites, Addresses, and Saving Trees

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

Want to save paper, receive your newsletter more quickly, see it in full color, and save CTR a significant amount of money (\$24 or more per member per year)? Contact Art Fournier about receiving your newsletter electronically rather than by regular mail.

Evite and RSVP Courtesy

If you RSVP for an event or sign up using CTR's evite notification and for some reason cannot attend—weather, mechanical problems, or whatever—please take a moment to let the event host know you will not be attending. This is especially important in cases where CTR has made a group reservation at a restaurant or other venue. Plus if we expect you and you don't show up, we don't want to delay the event waiting for you unnecessarily.

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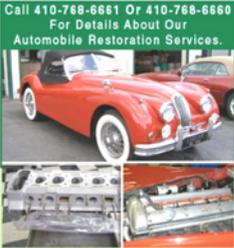
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Running Hare Vineyard Visit

September 24th

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 24th, 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 or 410-535-0690 for additional information. As always, CTR asks that you drive and drink responsibly.



Planning for BOG 2017

John Buescher

Rescheduled to Tuesday, October 4th!

Next year will be the 20th 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 October 4th 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) and Matt Schipani (mschipani@gmail.com).

Hunt Country Classic and CTR Post-Show Gathering

October 9th, 2016

By now, you should have your calendars marked for Sunday, October 9th, the date of the annual Hunt Country Classic organized by our friends in the MG Car Club Washington, D.C., Centre or, as we like to call them, the MG Club. But wait, there's more! After the car show, CTR holds its own event, a post-show gathering at Nancy and Lionel Mitchell's home in Haymarket, Virginia. This has become the second-largest British car show (after the Hunt Country Classic, of course) in Northern Virginia on Columbus Day weekend. Put them together and it's an occasion you won't want to miss.



The Hunt Country Classic is one of the final British car (and motorcycle) events of the driving season. The show is held on

the beautiful Willoughby Farm located between Middleburg and Marshall, Virginia. There is entertainment for everyone, including apple pressing and hay rides along with the skirl of bagpipes in the air.

The MG Club has mailed out application brochures and has on-line registration available through their website (http://www.mgcarclubdc.com/hcc/hcc_main.html). Please help them out by pre-registering. Not only do you save \$10.00 by registering prior to September 30th, you help maximize the number of Triumph classes and ensure that adequate room in the field layout is reserved for our cars.

The area in front of Lionel and Nancy Mitchell's wide veranda turns into a British car show after the Hunt Country Classic winds down. Join the many members and friends of CTR who participate whether or not they have entered a car in the Hunt Country Classic. It's a chance to socialize and enjoy few libations and a fine buffet. Please look for the evite or contact Lionel at haymarket4@verizon.net for additional details. And please RSVP in a timely way to the evite on the club picnic so that the Mitchells can plan appropriately for quantities of food and drink.

Fall Foliage Tour

October 30th

CTR will once again celebrate the colors of the season with a Fall Foliage Tour through the Shenandoah Valley. This year's tour will take place on Sunday, October 30th. This is one of CTR's most well attended events; so why mess with a good thing? Our tour will be similar to last year with perhaps a little different route from Manassas to Luray. Currently, we are again planning Sunday Brunch at Joe's Steakhouse in Front Royal, VA near the north entrance to Skyline Drive. (www.joessteak.com) Some details are still being nailed down, but Joe's will provide separate checks.



The group will assemble at NVCC's Manassas Campus at 6901 Sudley Road, Manassas, VA 20109-2305. This is right off the Manassas I-66 exit. Please meet at 9:00 am for the drivers meeting so we can make our scheduled departure at 9:15 am. We plan to take back roads from Manassas/Haymarket to Sperryville, then cross Skyline Drive to a fuel/potty/coffee stop in Luray. Then we will continue up Fort Valley Road to Front Royal for brunch at Joe's Steakhouse. Fort Valley Road is one of Virginia's best drives for fall views.

After a buffet brunch of prime rib and various other options, participants are free to travel home as a group or individually to your respective destinations.

As the event approaches, keep your eyes peeled for the Evite which will contain more details. Your RSVP to the Evite is critical so we can supply the restaurant with an accurate head count. Your response is greatly appreciated. If you have any questions, please contact Patrick carter at pcarter.dc@gmail.com

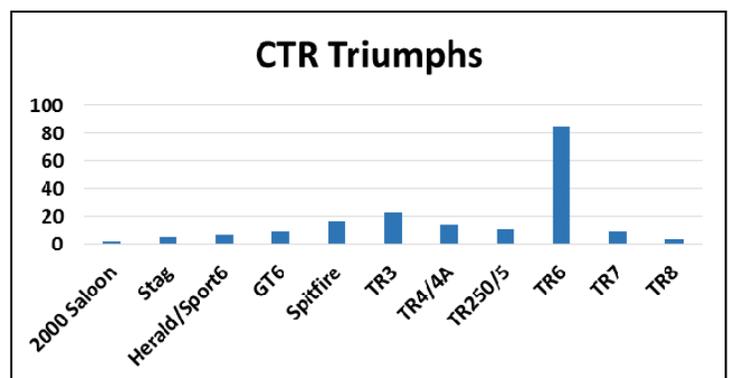
CTR Members Triumph Survey

Lionel Mitchell

A few months ago, I wrote about conducting a survey to find out about members' Triumphs. Subsequently, I set up a survey in Survey Monkey and sent out an e-mail to the membership inviting all to respond to the survey. Fifty members responded, out of about 150 members, or about 33 percent. I suppose I shouldn't be surprised since our event participation rate is around that number. Not to be deterred, I got the membership database, which contains some car information that members provide when they join CTR. There's no guarantee that this data is still current or complete. But over the course of my time in CTR, I've come to know who has what Triumphs. So, I've combined the survey results, the membership data, and my personal knowledge to produce a histogram of the counts of different Triumph models of current CTR members. We do have past members in our database with their Triumphs recorded, but I have not included those. I have included parts cars and cars under restoration in the counts.

As you can see in the histogram below, the distribution of Triumph models looks like a traditional bell curve except for the significant spike. Here are some observations on the counts:

- ◆ Most popular model: TR6 – no surprise really, but almost half of the cars was a surprise.
- ◆ Least popular model: 2000 saloon – again, no surprise.
- ◆ Most numerous non-TR6 model: TR3 – this was a surprise to me. I was expecting more Spitfires.
- ◆ Average number of Triumphs per member: 1.2
- ◆ Most cars by a member/family: 15 – you know who you are.
- ◆ Least cars by a member/family: 0 – some folks have other sports cars or are still looking for a Triumph.
- ◆ Number of members with more than one Triumph: 17 – includes non-runners.
- ◆ Rarest Triumph models: TR5 and Sport 6.



[Editor's note: How does this compare with the Triumphs we actually see at CTR events? Logically enough, TR6s are the most common; however, other models are represented in greater proportion than the survey results would suggest.]

MG and TR

Test Drive

August 20th



An event that has become quite popular over the years is the MG Car Club, Washington, D.C., Centre's annual test drive. For years the test drive was limited to their club, but several years ago they asked the Capital Triumph Register to participate with them to add a bit of diversity to the mix of cars. The premise is simple: you can drive mine and I'll drive yours. Most of us are very cautious about who we let drive our cars, so letting a stranger behind the wheel requires a certain leap of faith. There is little danger, however, since the test drive is held on a section of road within Bull Run Regional Park in Centreville, Virginia, with a low speed limit and no competing traffic. And those other drivers are just as worried about their cars as you are about yours.

Most of us are at least as anxious to drive other Triumphs as we are to drive MGs and the other cars that participate. How does your TR6 or TR7 compare to others? What are its strong points or, more importantly, its weaknesses? The mix of cars from CTR allowed just that. We were represented by three TR6s and three TR7s in addition to a GT6, a TR4, a 2000 Mk II Saloon, and a right-hand drive Morris Minor sedan. CTR may have outnumbered the MG Club this year which was represented by a Midget, three MGBs, a MGB V8 conversion, a MGB GT, a modern Mustang, and a classic VW Beetle.

After coffee, doughnuts, and lots of car talk, the event begins with each person saying a bit about his or her car and cautioning others about what may be its limitations or unexpected features – such as, “Please don't forget it has a non-synchro first gear!” Then it's off on a mile or so stretch of road within the park in a car that may be very different than (or very surprisingly similar to) your own. There's something a bit unnerving yet satisfying about seeing your Triumph coming down the road toward you as you look out over the hood of an MG!

Representing CTR were Heath Bjordahl, Pete Farrell, Art Fournier, Lionel Mitchell, Stephen and Ho Yong Oertwig, Stephen Prior with his son Christopher, Matt Schipani, and Scott Tilton and Melissa Highley along with Scott's brother Jay.



Be daring, live closer to the edge – come join CTR and the MGCCWDC next year for the annual test drive; you'll enjoy it!



*Left: Lionel Mitchell tries on a Midget
Above: Steve Oertwig with Scott and Jay Tilton
Below: Art Fournier test drives Stephen Prior's TR7
Next page top left: Heath Bjordahl in a MGB V8 conversion
Center left: Melissa Highley and Scott Tilton in a MGB
Bottom left: Matt Schipani with his GT6
Right: Pete Farrell and Ho Yong Oertwig*





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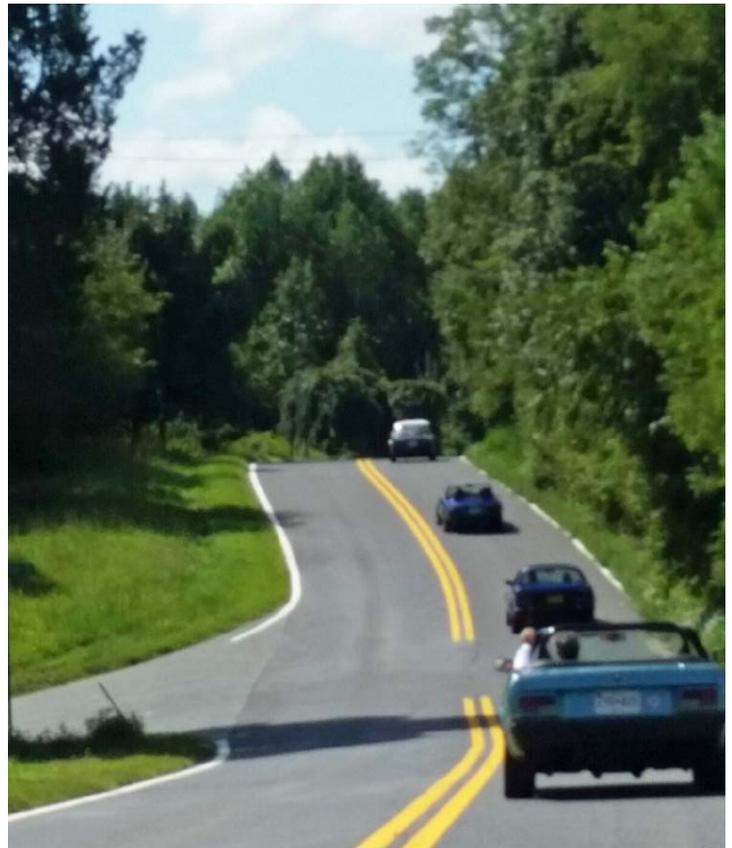
23rd Annual Cruisin' for Crustaceans August 28th

The 23rd annual CTR Cruisin' for Crustaceans tour is in the books. Beginning in Upper Marlboro on a fine summer Sunday morning, the tour traversed quiet back roads through Maryland's Prince Georges and Charles Counties before ending at Captain Billy's Crab House on Pope's Creek in Newburg, Maryland. Captain Billy's sits within sight of the Route 301 bridge which crosses the Potomac River to connect Maryland and Virginia. In some years, crabs have been in short supply in late August, but that wasn't the case this year as CTR members enjoyed regional delicacies along with cold libations, summer favorites along the Chesapeake and its tributaries.

A stream of Triumphs (along with a few other cars) made their way south along lazy byways that initially followed the Patuxent River before heading west through an area rich in Civil War history that passed by Dr. Samuel Mudd's home, crossed the Zekiah Swamp where John Wilkes Booth hid from union troops, and ended near the point where Lincoln's assassin crossed the Potomac into Virginia. CTR's thanks go to Art Fournier for laying out the route and planning the event.

Taking part this year were Ben Cheshire, Arleigh Cottrell, Jay and Maureen Donn, Paul and Sharon Edelstein, David Ferris, Art Fournier, Bob Fox, Bruce Hislop, Lionel Mitchell, Jim Moscardini, Stephen and Ho Yong Oertwig, Diane Page, Pete Philips and Claudia Trine, and Alan Stiley and Linda Hollingsworth.

Mark your calendar for next year's Cruisin' for Crustaceans, one of CTR's oldest and most popular events, as we once again continue our tradition of great roads, food, and company!



*Above: Ho Yong Oertwig, Bruce Hislop, and Diane Page
Top right: Art Fournier conducts the drivers' meeting while Bruce Hislop, Claudia Trine, and Pete Philips pretend to listen*



You know Bruce, it sure looks like that freeze out plug is leaking.



Dave Ferris and Ben Cheshire check out Ben's TR6



Lionel Mitchell and Arleigh Cottrell



Jim Moscardini and Jay Donn at the head of the table



Pete Philips digs into some of Maryland's renowned crustaceans

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Personal Triumphs: Lose 10,000 Lbs. in 12 Short Months

Rich Townsend

By way of introduction, I am a CTR member, late of Catlett, Virginia. My wife and I retired and moved to Lake Gaston, North Carolina in June 2014. We moved from more than enough square footage, to not quite enough square footage, and that's where this account picks up.

Our down-sizing continues here in NC. This article is a look back at getting out of the LBC caretaker business. I honestly came to the point of being overwhelmed in more ways than one.

When Patti and I sold our house (and garage mahal) in Catlett, the house went into contract more quickly than we expected, even though we were expecting that it could have taken six months or a year to get it sold.

I borrowed a trailer, and made four or five trips (four hours each way) moving the contents of the Catlett garage into the smaller garage in NC, thinking somehow that the maintenance and restoration work would continue in North Carolina. Patti and I faced a similar situation with moving the furniture and contents of the house – trying to fit 10 lbs. of crap into a 5 lb. bag – and at the same time doing a complete renovation on the inside of the house. We had no idea the volume of “stuff” that we were moving.

Fast-forward a year, to June 2015. I listed the '76 TR6 basket-case on Craigslist, and also on the Triumph Experience forum, as a project car, complete. You-all may recall that it was a complete car, rolling chassis, body tub, plus boxes of parts and lose body panels. I received a call from a guy from Winston Salem who asked me if I would consider selling the rolling chassis, only, to him. It never occurred to me to part out a perfectly good TR6, albeit in need of re-assembly. It did not seem right, and, in a perfect world, still doesn't. I told him I'd think about it and call him back. I deliberated for a day, and decided that, at least dollar-wise, I stood to make more by parting it out than to sell as a complete project. So, I agreed to sell the rolling chassis to the guy from Winston. Turns out he's an author, and writes about the craft of the English Wheel. He wants to create a Ferrari 166S out of the TR6 chassis, motor, plus gently massaged raw sheet metal.

Following that I pushed to sell off the rest of the parts associated with the '76 TR6. I actually boxed up the seats, and shipped them FedEx Ground. There was a constant stream of buyers from near and far that quickly reduced that TR6 to several cans of fasteners (which are still available). Some of the parts live on in CTR members' TR6s.



So, at that point, the stable is reduced to three cars: my '75 TR6, the 1980 MGB, and the FFR Cobra Kit Car. I licensed, registered, and insured all three of those cars, as they all ran, even though the MGB needed all the finishing touches – carpet, top, tires, brakes, and some reassembly.

At some point in the fall of 2015, I realized that the least practical of those three vehicles was the Cobra. I began to think of it as a large stack of \$100 bills sitting in the garage.

Anecdote: I had kept my eyes and ears open for a car club down here, and became aware of the “Stray Cats,” mainly a hot rod club, with 100% American Iron from the '50s and '60s. I showed up at a Stray Cats cruise-in locally with the Cobra. One member of the Stray Cats, in an attempt to nicely put me at arms length, said, “We kind of like our Amurkan cars,” so I took the hint that the Cobra was not going to be adopted into that group.

I also drove the Cobra down to the Charlotte Motor Speedway for an event called AutoFair, a giant flea- auto-market. I met up with the Cobra Club there, and had a great day. However, I learned that the Cobra was not a road-trip car. Hot, loud, no top, no radio, no leg room. It was big on “cool” however. Any car with a 10-14 year-old had their cameras out and two thumbs up.

Anyway, I decided to convert the Cobra into that stack of 100-dollar-bills. I advertised on Craigslist in Raleigh, Norfolk, Miami, and Dallas, and the ad ran through the winter of 2016 with little interest. So, I was used to talking to tire-kickers, whether by phone or by email, and conditioned to expect that whoever contacted me was not a serious buyer – I was convinced that I would never be able to sell the Cobra. Then a guy from a classic car dealer from Michigan called and said he was attending a large car auction in Greensboro at the end of February, and asked if he could see the car on the Thursday before the weekend auction. He and his partner flew in to Greensboro, and immediately drove the 100+ miles to my house, and just that fast negotiated a little bit, and bought it – never even sat in it, much less drove it.

Then, I was unable to find the title (though I knew it was here somewhere). We agreed that I'd find it, and deliver it to

them in Greensboro on Saturday morning before the auction. The buyers also agreed to provide tickets (including cocktails) to the auction for Patti and me. So after exchange of title for bank-check, we spent the rest of the day at the auction. That was a first for me (us), and it was a blast. We watched as the buyers of my Cobra proceeded to buy three more cars for their showroom inventory.



This coincided with selling Patti's M-B E320, and replacing it with a newer E350. I was becoming on a first name basis at the DMV!

A major consideration of the sell-off was making room for Patti's car in the garage, and all I had to do was sell off one more car to create that coveted space.

Enter my next-door neighbor – a sweet widow, who, in the meantime, had recruited Patti and me to join her church. Talking to her one day in the side yard, she confided that her son in Chicago had admired my '75 TR6 when visiting next door, and told her to tell me that if I ever sold the TR6, that he wanted to buy it. We communicated by phone and email a couple times, and he concluded that he needed to commit more to college for his



daughter and he declined on the purchase of the TR6. A month later, however, he called me back, dickered a little more, and I sold the TR6, a car that I had said many, many times that I would never sell. He hired a hauler, and inside of a week it was gone!!!

Somehow the emotional connection to these cars was melting away, giving way to practicability. I was thinking thoughts like, "If I need to see cars, I can go to a car show, or an auction!" I was thinking of the liberation of not bleeding a slave cylinder, nor removing, rebuilding, and replacing a transmission (twice!). I got to like the feeling of returning license plates to the DMV, and cancelling insurance policies (and receiving refunds for same in the mail!)

Enter the Mustang! For a couple of years, we've been planning a cross-country road-trip (bucket list item #1), and that trip was supposed to take place in a Mustang convertible, even if we had to rent one. Well, we don't have to rent one – found a 2012 Mustang Convertible with 33,000 miles, still in warranty. At the risk of putting a newer Mustang on the same footing as a classic TR6, I must say that for a little more than what I sold the TR6 for I got a fun car that (knock on wood) is up to the demands of this trip, including A/C, 300 HP, stereo, etc.

GoodBye MGB! While all the wheelin' and dealin' was going on, I was prepping the MGB for sale. I originally bought this car as a flipper, but I really dragged my feet getting it done. There was always something more important to do with my time. But I finally finished installing the carpet, the top, the brakes, and the seats. I had new tires installed. The MGB buyer saw the CL ad in Norfolk, and came with a trailer to pick it up. Now I had 2 cars in the garage, with only the poor Explorer left out in the weather.



WHEW! Now I'm back to selling pieces, parts, and tools. I moved some left-over Cobra parts on the Cobra forum last week, and I want to sell the engine hoist and engine stands locally.

I have to say, I don't know if any of you will find this account of any interest. However, I believe that reaching this point had a lot to do with losing my support system and enablers –

(Continued on Page 12)

Lose 10,000 Lbs. (Continued from Page 11)

CTR. I was associated with CTR for over 15 years (and still am). I appreciate the camaraderie and source of fun and Triumph expertise over the years.

I had ideas that there would be other Triumph clubs, and surely other car clubs. But it's not the same, and it might take 20 years to cultivate even if I tried. Before I retired, I pictured whiling away summers wrenching on cars in the garage with fellow beer-swilling car nuts. Never materialized! I'll just get my car kix from magazines, car shows, auctions, the CTR *Standard*, and whatever I see going down the road. This summer I have substituted building a new boat dock for wrenching on cars.

So, in a big way, I've closed that chapter of great memories. That's not to say I don't peruse Craigslist and Triumph Experience just in case I might find a solid '67 Spit or hear of a divorcee trying to get \$1000 for her ex's lightly used TR6.

Trending with CTR

News of Members in Brief



Stephen Oertwig recently replaced the alternator in his GT6. The original alternator failed on the way home from this year's Britain on the Green. Replacing the alternator was simple enough, but finding the correct size belt proved to be more of a challenge.



CTR and BOG are on Facebook.

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

Maryland Historic License Plates

Maryland has always been generous in the amount of driving that may be done by vehicles with historical license plates; however, the Maryland Motor Vehicle Administration recently sent out this notice:

“Effective October 1, 2016, Maryland law regarding Historic Motor Vehicles will change. The changes impact how a Historic Motor Vehicle may be operated. A Maryland registered historic vehicle may **no longer** be used for transportation to and from employment, school, or for commercial purposes. In addition, historic vehicles with a model year of 1986 or newer may be subject to safety equipment repair orders issued at roadside by law enforcement.”

“Thank you for your cooperation with this change. Should you have any questions regarding your historic registration, please contact the MVA Customer Service Center at 1-800-950-1MVA or 410-768-7000. You may also contact us via our website at www.mva.maryland.gov.”

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Before and After Photos of Dent Repairs



Virginia Scottish Games

September 3rd
Christopher Yurasko

The ride on 66 west becomes almost pleasant as the road straightens out as we pass through the gap in Bull Run Mountain near the remains of Chapman's Mill on the way to The Plains, Virginia. Once off the interstate, the route leads down a scenic Virginia byway until we make a left into Great Meadow and the Virginia Scottish Games.

The path from the road is a dusty gravel one that twists and turns pleasantly into the rolling hills of Great Meadow. Before long the distinct tones of the bagpipe can be heard over the gravel bouncing off the wheel covers and the view broadens into an encampment of cars and tents. I pulled up next to a white Rolls Royce and was met by a bevy of MGBs in a range of colors. Before long there were a number of cars and CTR members lined up.

Lionel favored us with a kilted display of his Scottish heritage as well as his recently restored TR6. New member Andy Paine showed off his white TR6 notable for its white instrument cluster. He was parked next to Bruce Metcalf and his TR4A. We also had Al Ames with his silver and black Spitfire, Bob Fox and his TR6, and Tommy, my TR250.

In total there were 24 cars and Triumphs were the best represented with eight. There were five MGBs and one MGB GT, some of which were at the MG and Triumph Test Drive last month. A few Jaguars mostly of newer vintage were present, notably a later model navy E-type coupe and pale green mid '70s XJ sedan. I also counted two Rolls Royces, one Range Rover,



Above: Al Ames, Lionel and Nancy Mitchell, and Bruce Metcalf
Top right: Doug Campbell (left) shows his 1950 Riley RMD
to Bruce Metcalf, Al Ames and Lionel Mitchell



and an old friend; the Riley that won best in show at Britain on the Green 2014 and graced the poster for our 2015 show.

The games themselves were spirited and well attended with many tents for Scottish clans, vendors, and artisans. Attendees had the opportunity to hear live music, watch demonstrations of traditional Scottish fencing and dancing, and enjoy plenty of food. If you couldn't make it out this year, I highly recommend that you attend next Labor Day weekend. Until then, lang may yer lum reek! – May you live long and stay well!

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EVENTS

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

- Sep 17 - Brits by the River, Delaware City, DE
 Sep 17 - 41st 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 30-Oct 1 - Shenandoah Valley British Car Festival, Waynesboro, VA
 Oct 3-7 - VTR National Convention, Lake Texoma, TX, *CTR*
 Oct 4 - BOG 2017 Planning Meeting, Arlington, VA
 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)
 Nov 11 - Deadline for the November issue of *The Standard*
 Dec 3 - Middleburg, VA, Christmas Parade *CTR*
 Dec 9 - Deadline for the December issue of *The Standard*
 Dec 11 (Tentative) - CTR Holiday Party *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.

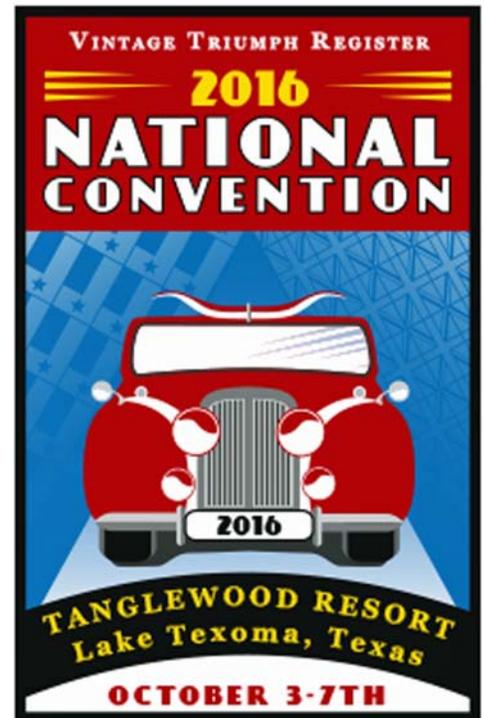


CTR Name Badges. The badges are plastic, about 1 inch by 3.5 inches, and have a pin back. They are gold with the CTR logo and your name in black. If you're interested, the badges are \$5.00 each. To order, please pay by cash or a check made out to the “Capital Triumph Register.” Contact Art Fournier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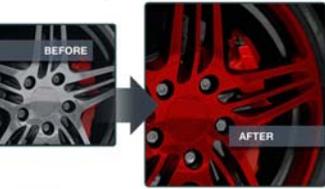
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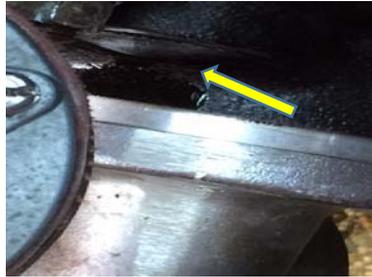


Leaking Oil Gallery Plug

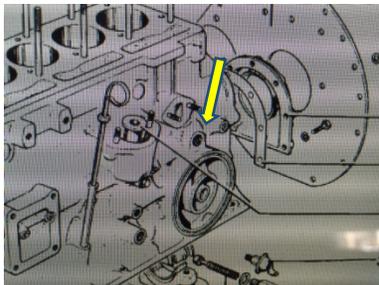
Steve Mumma

Quick Fix!

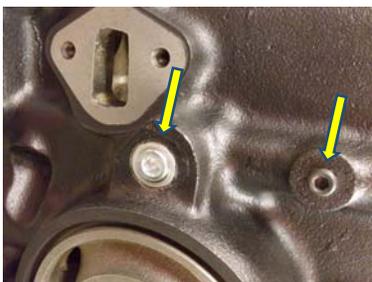
Admittedly I didn't even know that I owned an oil gallery, but all of our LBCs have them. What I did know is that I had a small, but persistent, oil leak – and one which could not be easily isolated. For many years I assumed the leak was a result of just a bad oil filter seal. But eventually I isolated the leak to a small hair line opening between an oil gallery plug and the engine block.



From what I have now learned, the oil gallery is internal to the engine block and provides a passage way for oil to be distributed throughout the engine. Apparently during the manufacturing process openings are required as a means to machine and cleanse the block. Plugs were then used to fill these openings and are typically made of brass or threaded aluminum. Some of these plugs are then "peened" to ensure a seal.



Here is picture of a two adjacent oil gallery plugs. The larger one just above the oil filter opening is one that I eventually determined was the source of my oil leak.



So, what to do now? An approach, which might eventually prove to be the right approach, is to drill or melt out the aluminum plug, which could be quite involved and would involve removal of fuel pump and distributor. The other approach, yes indeed, is no other than JB Weld.

I first shaved off the surface of the plug with a Dremel tool. You can see that this plug is of the type that has been peened.



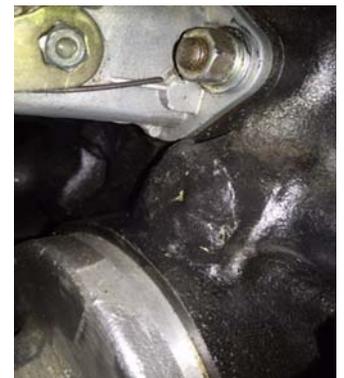
I then thoroughly wiped it down with acetone and applied a small amount of JB Weld putty of the High Heat application type. This type of JB Weld (epoxy) is specifically formulated for cast iron engine block repairs. There are several YouTube videos out there where folks have claimed success sealing cracked engine blocks and cylinder heads with JB Weld.



I then applied some putty over the surface of the plug to ensure the interface between the plug and engine block was completely covered and allowed it to dry for 24 hours,



Next I carefully sanded the putty to give it a smoother surface, and applied black engine paint.



At first I was not certain if this quick-fix approach completely worked, as I initially observed some oil in this location. However, with about 500 miles of driving since the repair there appears to be no oil leak! Well, perhaps Mr. JB Weld may have done the trick, but of course time will tell.....

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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

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.



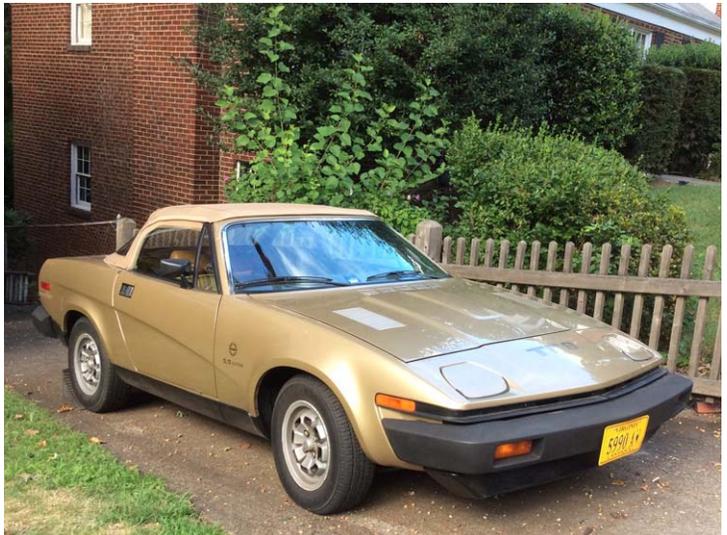
(Continued on Page 18)

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: Triumph TR8 -- Actual mileage only 62,650. I have had it since Sept. 1991. Over \$35,000 invested, including \$7,000 to purchase and \$10,000 to strip to bare metal & repaint original Midas Gold. New Rimmer Bros. top, interior trim, seats and seat covers, carpets, and trunk mat. Rebuilt trans, clutch, alternator, water pump, A/C compressor. Stainless steel exhaust. Extras: top stowage covers, both original vinyl and a new duck cloth one, factory manual, seat saver covers, Retro Sound, MP-3 capable radio with owner's manual. Asking \$15,000, or make offer. Contact Don Clarke 703-979-7414



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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THE STANDARD

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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What is a Spider?

The Spider was a special edition of the TR7 produced only for the 1980 model year. Along with other features, it had a black exterior with red trim, grey interior, and alloy wheels. According to the British Motor Industry Heritage Trust (BMIHT) 1,618 Spiders were made with about a third of them having fuel injection to be sold for the California market.



Signs of the Times



Photo credits: Page 1 Stephen Oertwig; Page 6 Stephen Oertwig except top right Art Fournier; Page 7 Stephen Oertwig except bottom left and top right Art Fournier; Page 8 bottom left and right Art Fournier, top right Stephen Oertwig, center right Bob Fox; Page 9 Stephen Oertwig; Pages 10 and 11 Rich Townsend; Page 12 Stephen Oertwig; Page 16 Steve Mumma



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