



THE STANDARD

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At the Hunt Country Classic.

From left to right, we have Tim Shalvey, Ho Yong Oertwig, Art Fournier, Cecil Yancy, Lionel Mitchell, Steve Mumma, Rob Thomson, Sandy Thomson, Andrew Stuart, Tom Burke, Bruce Hislop, and Stephen Oertwig.

The day was sunny, windy, and quite chilly, but there was a great turnout of CTR members and, of course, their Triumphs for the 21st annual Hunt Country Classic at the Willoughby Farm near Middleburg, Virginia.

For more on the Hunt Country Classic and the CTR post-show get together, see page 6.

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From the President

By Stephen Oertwig

Triumph marque redeemed in sports car confusion

Triumphs have been redeemed, at least by those unfamiliar with the name. After the disappointment of finding Triumph not listed in auto parts stores databases, my faith in the GT6 was renewed by a somewhat confused person.

The GT6 is parked in the driveway under a cover. There was a note on the mailbox when I arrived home one night asking if I would consider selling the "Porsche." I only can assume he was talking about the GT6. The value of the GT6 instantly increased.

GT6s are different among Triumphs. The GT styling seems to bring back memories for many people. One guy commented how the GT6 took him back to his younger days when I was out testing the alternator last weekend. My comment to people is I can find them a Triumph to relive those memories. No one has taken the bait yet.

Now is the time to buy a Triumph. I have not seen so many Triumphs on eBay. Remember: You never can have enough Triumphs.

Summer driving season must be over. That's not the case for Capital Triumph Register because we are planning more driving events and Get-Your-Hands-Dirty sessions. Driving season really never ends. We'll be hitting the best roads of the area October 30 for the Fall Foliage Tour.

CTR scored big in *The Vintage Triumph*, newsletter of the Vintage Triumph Register. Art Fournier, esteemed *Standard* editor, scored two full pages of copy and photos in the August/September 2016 issue. Photos were provided by Art and Sharon Edelstein. Scott Thomson's Group 44 tribute GT6 had the dominate photo on the double-truck spread.

Our foliage tour will be a great candidate for the VTR magazine. Let's get a good turnout and bring your cameras.

CTR is a chapter of VTR. CTR members are encouraged to join the Vintage Triumph Register. People ask what the benefits are. One benefit is being able to attend VTR conventions. This is important to know because the 2017 VTR convention will be August 15-20 in Princeton, New Jersey. People are making hotel reservations already because this is expected to be one of the biggest VTR conventions in many years.

CTR was represented at the 2016 VTR convention in Texas. Rich Townsend and Dennis Eckhout were the only CTR members to attend. Thank you Rich and Dennis.

Lionel and Nancy Mitchell deserve a gigantic thank you from CTR members for hosting the annual After Hunt Country Classic Gathering. Don't know if the celebration was a record, but there was a large showing by CTR family and friends at the Mitchell homestead. It is amazing how Nancy and Lionel pull this off with such precision, but it is a great event to see CTR members.

Lionel's house looked like a Triumph dealer because there were so many Triumphs on display. This was a perfect way to close the Hunt Country Classic. CTR had many cars on hand despite the chilly and windy weather. We always have a great spot on the field and attract interest from everyone. I walked the whole field passing out Britain on the Green save-the-date cards reminding everyone about the April 30, 2017 event. Hint: Write this on your calendar.

British car shows depend on the support of all clubs. Preregistration is critical to planning shows because it helps shape the classes. Preregistration also saves a few dollars over the day-of registration. Some CTR members are hesitant to show their cars because they are not ready to compete against the many pristine examples.

That should not be a deterrent to showing your Triumph. There are rewards to letting people see your car. A great example is Andrew McGinley. Andrew took his 250 to Hunt Country Classic. Andrew has made incredible progress on the restoration of the rare Triumph example. No, it is not a 100-point car. It is a car that attracts a lot of interest because it shows people can work on Triumphs. By bringing his 250, Andrew also was able to compare it to the other 250s on display. This helps with details on restoration. Andrew received my Get Dirty award of a bar of Lava hand soap.

Bottom line: If your car runs, show it. If it doesn't run, ask CTR members to help you get it running. I once won an award for "Most need of restoration." No shame there.

It's not all about working on Triumphs for CTR events. The Running Hare winery drive was one event that I had the most fun. It was small gathering, but we told stories and laughed so much. Maybe it was from sampling the beer and wine, but this was a nice time to sit and talk.

Diane Page had the story of the day about car repairs. She told the story of using a pair of panty hose to make a fan belt. We all were more resourceful in our younger days, especially TR3 owners. Add panty hose to your spare kit.

You know my mantra. I have been out driving. I had the 2000 out at Classics on the Green down by Richmond, and we made the Shenandoah Valley British Car Club show in Waynesboro, Virginia. A Triumph Mayflower won the touring class at the Classics show, but we won the Really Neat Car award at the SVBCC show.

The show in Waynesboro was a nice drive through the Virginia countryside because we like to drive on and drive often.



BOG 2017 Update

John Buescher

It is difficult to believe, but next year will be the Twentieth celebration of Britain on the Green. To jump start the planning process for this special BOG, the club held a meeting on October 4th.

The following club members have volunteered their time to plan and coordinate specific areas for BOG 2017:

- ◆ Coordinator – John Buescher
- ◆ Field Marshal and Field Layout – Patrick Carter
- ◆ Publicity – Art Fournier
- ◆ Sponsorship – Mark Shlien
- ◆ Regalia and Awards – Lionel Mitchell
- ◆ Balloting – Tim Shalvey
- ◆ Volunteer Coordinator – Pete Farrell
- ◆ Treasurer – Rich Smalling

However, we are missing a coordinator for Registration who will be responsible for online registration and the manager for day of registration at BOG. If you are interested in leading this important coordinator's position, please contact John Buescher at jbuescher1616@gmail.com.

Awards for BOG 2017 will include those from last year: Best of Show, Best Resto-Mod, Best Survivor, and Best Display. In an effort to celebrate our twentieth show, the planning committee is investigating two new awards- "Hagerty Youth" award and a special 20th Anniversary award. More information will be included in a follow-up article in the newsletter. If you have recommendation for other appropriate awards, please contact Lionel Mitchell at haymarket4@verizon.net.



CTR Happenings

Fall Events

The fall months will be busy ones for CTR. On October 23rd Diane Page will host a Get Your Hands Dirty session to sort out her TR3A's recent overheating issue, on October 30th we will have our annual Fall Foliage Tour, and on November 5th we will have a Bridges, Boilers, Bangers, and Beer tour. Details on each of these may be found on pages 4 and 5 of this issue. On December 3rd we will participate in the Middleburg Christmas Parade and our annual Holiday party is tentatively planned for December 11th.

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.

Rich Townsend

Long-time CTR stalwart "Rich the T" Townsend finds himself staying with his brother in Dallas, Texas, while recuperating from a medical issue that cropped up while he and Patti were

(Continued on Page 5)

CTR members who have recently renewed their memberships:

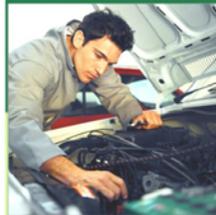
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|------------------------|-------------------|
| ◆ Alan Stiley | ◆ Richard Wilkins |
| ◆ Maureen and Jay Donn | ◆ Jason Wolff |
| ◆ Doug Dallhoff | ◆ Craig Nicholls |
| ◆ Karl Johnson | ◆ Sandy Thomson |
| ◆ Richard Guba | ◆ Paul Malandrino |

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Fall Foliage Tour

October 30th
Patrick Carter



This week's chilly temps really stirred up the seasonal change. As I write this looking out the window I see the trees beginning to change... Much to my dismay, summer has left us..... The one silver lining to the cloud of cool temperatures is the beauty this season bestows on our area. CTR will once again celebrate the colors of Fall with the Fall Foliage Tour through the Shenandoah Valley on Sunday, October 30th. (A good excuse to put down the leaf blower!)

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's which was a bit flubbed by morning showers. We will repeat the morning brunch at Joe's Steakhouse in Front Royal, Virginia, near the northern entrance to Skyline Drive (<http://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.

Please look for the evite soon. Your prompt reply is much appreciated so we can give the restaurant an accurate head count. Please email me at pcarter.dc@gmail.com if you have any questions about the event.

Cheers.

Get Your Hands Dirty: TR3A Overheating October 23rd

Diane Page will host a GYHD session on Sunday, October 23, beginning at 10:00 and running until about 1:00 to look at an overheating issue with her TR3A including the possible replacement of the car's water pump. The GYHD will be at her home: 4619 3rd Street North, Arlington, VA 22203 ("a small colonial with rocks of unusual size in the yard"). Steele Lipe will bring appropriate tools and TR3 expertise. Donuts and burgers will be provided. Here's a chance to learn a bit and help out. Look for and respond to the evite or contact Diane at page11fin@gmail.com



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Bridges, Boilers, Bangers, and Beer

November 5th

Tom Burke

With the kind help of Art F., I am planning a late Fall drive across the counties of Central Maryland. This is a chance to get a last look at the rolling hills and Autumn colors of rural Maryland before the Holidays and cold weather seal our cars away until Spring. We will rendezvous at the McDonalds in Urbana, MD, just off I-270 (exit 26, Route 80) at 9:30 am Saturday, November 5th. From there we will drive north to visit one of the Covered Bridges just off Route 75. (On our test run of the route, we found that two of the three covered bridges in the area had been somewhat damaged by the recent flooding.)



Then we will head east to visit Vintage Restorations in Union Bridge, MD. We will meet the proprietor, John Tokar, tour his restoration shop, and get a look at the 3-3/4 to 1 foot real steam locomotive that he is building from scratch.



From there, we will again head east to Westminster for lunch at O'Lordan's Irish Pub, a delightful restaurant located in an early 19th



century mill building, <http://www.olordansirishpub.com/>

And finally, we will drive south over a few more miles of rolling countryside to arrive at Wardeca Farm Brewery, where we will bid the day adieu in a nice setting of horses and farmland. We should finish at about 4pm.

You will receive an evite soon, and, if you have any questions, please contact me, Tom Burke at tburke4@aol.com.

By the way, Bridges, Boilers, Bangers, and Beer (B4) is in lieu of the CTR Wedge Workshop Weekend (W3) which in turn replaced Triumph Taste, Tech, and Tour (T4) on our November calendar.



CTR and BOG are on Facebook.

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

CTR Happenings (Continued from Page 3)

touring the USA. To provide updates on Rich, Patti has set up a Caring Bridge website account which may be visited at <https://www.caringbridge.org/> and searching for "forRichard" with the password "getwellrich" (and Rich says to disregard the request for donations which was placed by the website rather than by Patti and him). Or if you want to email Rich, contact him at: retownsendjr@gmail.com Rich must be on the road to recovery — he was able to visit the recent VTR national convention near Dallas.

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. (Mark promises that this will be his final move for the foreseeable future.)

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: cyrasko@yahoo.com, please indicate in the email that he has permission to use them for the calendar.

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Hunt Country Classic and CTR Post-Show Gathering October 9th, 2016

This was the MG Car Club Washington D.C. Centre's 21st annual Hunt Country Classic, a show held since its inception at the Willoughby Farm delightfully situated near Middleburg, Virginia. The weather for this year's show was a bit odd: heavy rain to the east of the District was intimidating and left doubt as to whether the field would be dry or muddy. Consequently, turnout for the show was on the light side, with an estimated 130 cars on the show field. However, the skies were sunny in the western suburbs and the field was solid. The air was cool and crisp with gusty breezes throughout the day. Triumphs in general and CTR in particular were well represented in six classes. Several CTR members took home trophies: Al Ames won 1st place in the Spitfire/GT6 class, Lionel Mitchell and Ben Cheshire took 2nd and 3rd place honors in the very large TR6 class, Paul Edelstein and Tom Burke finished 1st and 2nd in the TR7/TR8 class, and Stephen Oertwig garnered the 1st place award in the Other Triumph class with his 2000 Mk 2 Saloon. And CTR members Bill Wemhoff took home the 2nd place trophy in the MGA class and Jaime Steve won 2nd place honors in the Austin Healey Sprite category. Once again, our friends in the MG Club did themselves proud with a great show to round off the 2016 season!





*Previous page left: Tim Shalvey and Steve Mumma
 Top right: Art Fournier, Ben Cheshire, and Erik Sulcs
 Center right: Bruce Mundie walks the line of TR6s
 Bottom right: Lionel Mitchell with the maple 6*



*This page left: Tim Shalvet, Steve Mumma, and JoAnne and Sandy Thomson
 Top right: Paul Edelstein, Art Fournier, and Bruce Hislop
 Lower right: Bruce (left) and Loretta Metcalf discuss their TR4*



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(Continued on Page 8)

Hunt Country Classic (Continued from Page 7)

There are two British car shows in northern Virginia on the Sunday in Columbus Day weekend: the Hunt Country Classic, of course, and the CTR post-show get together hosted by Nancy and Lionel Mitchell held at their home in Haymarket. Lionel reports that there were 23 British cars in attendance this year. This gathering is always among the best-attended of CTR events. And this year's was no exception: over 40 CTR members, family, and friends enjoyed Lionel and Nancy's hospitality on the wide verandas of their home. A highlight was a preview by artist Joseph Craig English of the commemorative poster for Britain on the Green 2017. The poster for our 20th anniversary show will feature the 2016 Best of Show 1954 Jaguar XK120 FHC owned by J. Michael Kelly. Sincere CTR thanks go to Lionel and Nancy for hosting what is always one of the most looked forward to events on our calendar!





*Previous page top left: Lionel Mitchell calls for attention as Joseph Craig English previews the BOG 2017 poster
Bottom left: Andy Paine and Bruce Mundie
Top right: The Scottish Chef direct from the Food Network
Center right: Tom Burke and Joseph Craig English
Bottom right: Kathy Wemhoff and Camellia Blackwell*

*This page top left: Linda and Michael Harris with Tim Shalvey
Center left: Stephen Oertwig waves from the veranda
Bottom left: Al Ames and Pete Farrell enjoy a meal and good company
Top right: Sherman Taffel, John Puckett, and others socializing during the meal*

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Curly's Law

Pete Philips

If we remember nothing else from the '90s film *City Slickers* it is likely to be Jack Palance, hand rolled cigarette dangling from his lips, holding up one finger. The single digit was to illustrate the "One Thing." It was left to the audience to figure out what the "One Thing" was.

Looking back over three Triumphs, the "One Thing" I did which made the most difference was the upgrade to an alternator. OK, OK if they had not been shod with radials when I took possession, that upgrade would have pushed the alternator into second place.

(If you think "whitewalls" to be "the One Thing" read no further and take solace in knowing there is help available; there are programs for people like you. If have nothing more than a check-book in your toolbox or drive your faithful steed only on and off a trailer, this article may not be for you.)

By way of disclaimer though handy I am at best a functional illiterate where electricity is concerned. Add to that color-blindness and my excuses for avoiding wiring abound. With that said, I did the conversion on my recent 4A in a morning. It worked flawlessly and did so more a number of years and many thousands of miles.

Everything just seems to work better with ample juice regardless of engine speed. At night, in the rain, the insanely powerful relay-equipped Cibie lamps were bright, the defroster fan did its best imitation of a heathy hamster blowing through a straw, the wipers were steady and the transistor-sister played its heart out. Such was not the case with the original 20 amp Lucas antediluvian original equipment.

Countless articles, some cautionary, are out there to tell you how to effect this change. Heck, the Brits sell kits, though all the ones I saw had alternators of unknown origin and only 45 amps. Gimme a Delco with at least 65 amps and life is good.

Frankly it was more the mechanical part which gave me pause. In actual fact it was simple straightforward wrenching easily done with a good bench grinder at hand and a hardware store in town. I took the opportunity to switch to a narrow belt.

If I spent \$100, I'd be surprised; that included a TR6 voltmeter which I fitted in place of the ammeter. Using the original bezel, only a real nitpicker would have spotted that the needle pointed up while the rest pointed down.

Still wary? This is where a club comes in handy. Why repeat the mistakes made by folks happy to roll up their sleeves and give you a hand? In my case, I went and looked at what another guy had done. He being an engineer I felt comfy copying everything

he did. By way of attribution he was the one who suggested the TR6 voltmeter with a TR4 bezel.

My own summary note of caution If you run the battery down, charge it. If you ask the charging system to do the job, your "One Thing" may be a fire extinguisher; the wire is not sized with a powerful electricity producer pushing back through it.

CTR Triumph Trophy Winners at the Hunt Country Classic



Paul Edelstein
1st TR7/TR8



Lionel Mitchell
2nd TR6



Tom Burke
2nd TR7/TR8



Ben Cheshire
3rd TR6



Al Ames
1st Spitfire/GT6



Stephen Oertwig
1st Other Triumph

Award recipients are shown with Chris Kintner, president of the MG Car Club Washington D.C. Centre

Personal Triumphs: A Love Story...

No, not the Triumph (Well, OK Maybe the Triumph)

Pete Farrell

Young and naive, just finished four years in Navy patrol aircraft seeing the world or at least the part that included Vietnam and Iceland. Went to look for a car and found a used 1971 TR6. Told the dealer I only had "...this much to spend." Son of a gun if that wasn't the exact price of the TR. What a coincidence huh?

College student, full time work, and no garage for my precious Triumph. And oh the adventures we had. Once it seemed to catch on fire on the interstate...smoke everywhere, but was just another huge oil leak. After a run from Richmond to my mother's house at 70 mph, we went to back out of the drive and the right front wheel broke off (fulcrum bracket sheered off). And then there was the wheel bearing that had to be changed in the snow. The final straw was trying to start it by pushing it down a slight hill and jumping in to pop the clutch. Maybe an Olympic gymnast could have done that, but not me. Yes, it had to go, but not our love of Triumphs.



Circa 1974. Our dating car pictured in Alde, Virginia.

Jump forward to 2012 and I casually started looking for a TR6. Didn't know about the Capital Triumph Register (certainly wish I had), but saw a beauty on eBay. Powder blue, in Colorado. Showed the picture to Lenore who immediately said let's buy it. Unfortunately someone had just bought it for a wad of cash.

Saw an ad for a TR6 at a shop in Upperville, Virginia. A 1972. We were headed to Winchester on a parts run for her chipper so we could stop by to check it out. At the shop we couldn't have been two more gleeful (old) teenagers. Wow, look at the Range Rover! Oh man, these Morgans are great. What a great Jag. And there SHE was! The TR, dark blue and looking beau-

tiful. The shop manager wasn't there but the mechanics said they would let him know we stopped by to drive it.

Lunch and wine in Winchester, heading home when the cell phone rang. What was our bid? Gave the shop manger a number. Another guy bid higher but, oh what the heck. We could have it because the other guy was a jerk and the mechanics had told the shop manager what great owners we would be.

So here we are with our "new" 1972 TR6 at the MG Hunt Country Show in 2015, still married 41 years later, and very proud CTR members.

So it is a love story.



And before you ask, "Of course I meant you, dear. That TR6 is just a car."



Treasured Motorcar Services will hold a fall car show and open house on Saturday, October 22nd, from 9:00 AM to 3:00 PM. The rain date is October 30th. The event is open to all makes and models. Tours of their facility will be given.

Treasured Motorcar Services is located at 12340 Owings Mills Blvd, Reisterstown, MD 21136. For more information, call 410-833-2329 or go to www.treasuredmotorcars.com

Running Hare Vineyard Visit

September 24th
Art Fournier

Maryland, especially Southern Maryland, isn't known for its wineries. Putting state rivalry aside, Virginia's wineries are longer established and its climate better suited to wine production. And, again to be honest, Virginia has some fine roads. However, CTR took advantage of some very nice country roads to visit the Running Hare Vineyard near Prince Frederick, Maryland, on September 24th. Beginning in Upper Marlboro we headed south through Calvert County via Lower Marlboro (yes, there is such a place) to the winery. On weekends, Running Hare Vineyard offers tastings of not only their wines, but craft beers from Calvert Brewery. Their outdoor tasting rooms are situated in an extensive picnic area with tables shaded by trees and umbrellas centered on a stage with live music. While a food vendor is on site on weekends, we elected to bring picnic lunches to enjoy while sampling the local wines and beers.

CTR's contingent was on the small side – Art Fournier, Bob Fox, Helen Onufrak, Stephen and Ho Yong Oertwig, Diane Page, and John Toniolli – however, everyone enjoyed the roads, the beverages, and especially the camaraderie. A visit to yet another small winery is in the works for 2017, so plan to join us as we explore the byways of the national capital region!

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Now and Then CTR Members' Memories



*What a difference a quarter century makes!
Stephen Oertwig with his Triumph 2000 Mk 2 Saloon
at the 2016 Hunt Country Classic (above)
and at the Lars Anderson Museum in 1989 (below)!*



*Previous page left: Stephen and Ho Yong Oertwig and Bob Fox
Top right: John Toniolli, Bob Fox, and Art Fournier
Bottom right: The group starting out: John Toniolli,
Stephen Oertwig, Bob Fox, Ho Yong Oertwig, Diane Page,
and Helen Onufrak*

*This page top left: Stephen and Ho Yong Oertwig, Helen Onufrak,
Art Fournier, and Diane Page
Bottom left: Enjoying a picnic lunch and the fruits of the vine
Top right: Bob Fox in his non-Triumph Corvette
and Stephen "Rock Star" Oertwig*

EVENTS

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

- 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 23 - TR3 Overheating GYHD Session, Arlington, VA *CTR*
- Oct 30 - Fall Foliage Tour *CTR*
- Nov 5 - Bridges, Boilers, Bangers, and Beer, Urbana, MD *CTR*
- Nov 8 (Corrected Date) - CTR Executive Steering Board Meeting, Arlington, VA
- 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*
- Jan 10 - CTR Executive Steering Board Meeting, Arlington, VA
- Jan 13 - Deadline for the January issue of *The Standard*
- Jan TBD - CTR Awards Brunch *CTR*
- Feb TBD - CTR Winter Dinner *CTR*
- Apr 30 - Britain on the Green at Gunston Hall, Lorton, VA *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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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

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TR6 Rear End Squat *

Steve Mumma

Quick Fix!

Like many TR6 owners, I was not satisfied with my stock ride height and rear end squat as I accelerated through the gears. So, last year I installed a set of Richard Good competition grade springs. As advertised these new springs lowered my ride height approximately 1" from stock, and provided a firmer ride and better handling. Special thanks goes out to CTR pit crew members, Mark Shlien and Lionel Mitchell who led the installation.

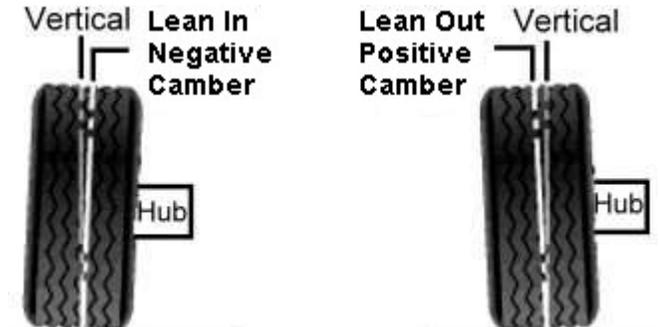


Here is a before and after comparison the rear deck height after Richard Good spring installation, which is most noticeable by the reduction in wheelwell-to-tire clearance.



Not too dramatic of a change, but after a few hundred miles the ride did lower approximately 1", right where I wanted it. Unfortunately, when installing the new springs I did not install new spring packing, and proceeded to reinstall the original 43 year-old packing, not giving it much thought at the time. However, in less than a year, I began to notice negative camber in both rear wheels. A little negative camber is expected with the TR6's IRS, but this became more noticeable with miles. Based on my research (credit to Buckeye Triumph's technical articles at <http://www.buckeyetriumphs.org>, the best source of information on this topic that I could find), I learned that the camber can be adjusted by manipulating the configuration of the trailing arm mounting

brackets and through the use of the spacers under the springs. The most common camber misalignment is excess negative camber, where the wheel leans in towards the center of the car (you may recall VWs in the same era exhibited this tendency).

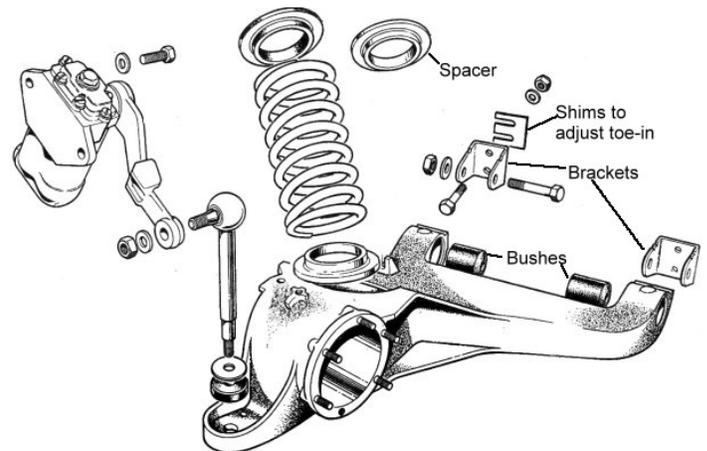


The Buckeye technical article lists five possible causes of excess negative camber:

1. Severely sagging or broken frame.
2. Worn out trailing arm bushes.
3. Broken trailing arm mounting brackets.
4. Weak or *too short replacement springs* (this is likely the source of my negative camber).
5. Misalignment of the trailing arm mounting brackets or frame cross member to which they attach.

The article also mentioned that the factory's recommended use of spacers under the springs is the standard way to correct negative rear suspension camber, as a spacer will have the exactly the same effect on the camber as moving the bush axis height, which is a much more involved process (of course unless you have installed Richard Goods' adjustable trailing arm brackets. I believe several CTR members have these brackets installed with excellent results).

However, as my "quick fix," I selected replacement of the spring packing (i.e. a collar/spacer) option to correct my negative camber situation. To do otherwise would have been much more involved and required removal of the trailing arm. For the spring collars/spacers, I selected the 12mm flange SuperPro® polyurethane collars for the lower packing, and stock 7mm flange rubber collars for the upper packing.





The results: Spring height with old packing is approximately 11"; with new packing 11.5".



FLASHBACK ALERT: Lionel helping install my engine and tranny several years ago!

Although difficult to see in the picture to the right above, but as expected, the ride height is about 1/2" higher with the new packing collars due to the thicker flanges, and most importantly I now have neutral camber on both rear wheels. I also took advantage "while I was in there" to insert a few shims behind the outside trailing arm bracket to correct a "toe-in" problem.

*All references to rear end squat or sag are not a reflection of the physical attributes of the owner, but of the owner's vehicle.

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.

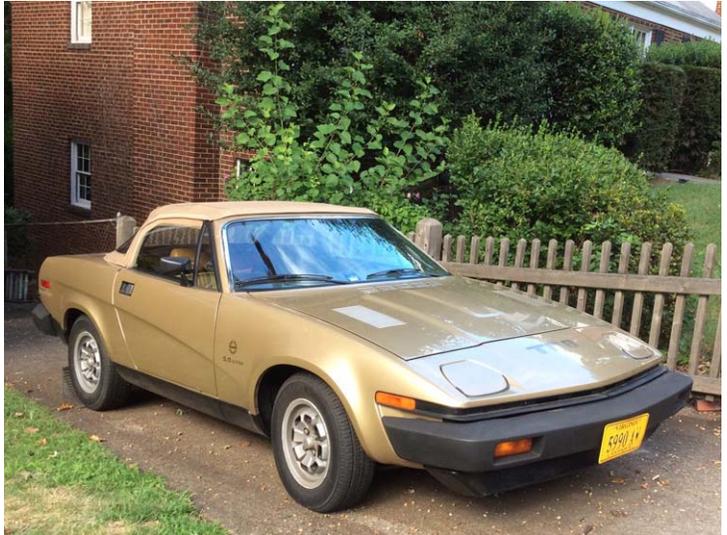
1980 TR7 Spider convertible disassembled and ready for restoration. \$900 or first reasonable offer. Missing engine and transmission, but I have a Buick 3.8L V6 and automatic transmission I can throw in. John's Cars makes a conversion kit. I can also throw in a rotisserie. Bring a trailer to get all 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

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



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Triumph Trivia

Christopher Yurasko

TRIUMPH TRIVIA: What is the connection between the Dolly Sprint engine and the TR7?

The TR7 was raced in the Rally series by British Leyland from 1976 to 1980. It initially used the 16-valve Dolomite Sprint engine and later switched to the Rover V8. This addition of the Rover V8 engine led to the creation of the TR8.



Signs of the Times



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