



# The Standard

Volume II Number 5 17 July 1990



## British Car Day

The early morning hours of June 24th promised a beautiful day ahead for British Car Day. The group working our display arrived at Allen Pond around 8:15 AM. The cars were arranged, and the tables were set up. From the time we finished setting up, until closing time around 4:30, our workers spent a busy day greeting prospective members. We answered a lot of questions, signed up some new members, and passed out a whole lot of brochures. Club clothing and back issues of our newsletter were fast movers. (While on the subject of club shirts, if you placed an order, get in touch with Keith Dunklee. He's got your shirts reserved, and needs to know how to get them to you.)

To all the volunteers who helped out at the tables, the Johnsons, the Earwkers, the Kooimans, Brian Lee, Brendan Burke, Curt

Robinson, and Elene Gillespie, a special club thanks.

The real story from British Car Day is about the cars our members entered into the show. By my count, we had four cars in the show field. All four earned an award!

Keith Dunklee-	1st Place,
	TR4 Class
David Maggin-	1st Place,
	Spitfire Class
Ed Williams-	3rd Place,
	TR6 Class

(considering the size of this class, no small feat!)

Elene Gillespie-	Hon. Mention,
	TR250 Class

Well done, folks! Maybe this will give other members some incentive to try it next year. This event is really a lot of fun for anyone with a British car.



## Winner's Circle



Keith Dunklee  
and his TR4



David Maggin  
raises a glass  
over his Spitfire



Ed Williams and  
his TR6

Michael Cook begins with a background of Triumph as a marque, and a brief history of their cars. He tells how the Herald got its start, and how it evolved into the Spitfire. Cook traces the improvements and design considerations from the 1962 Mk I all the way through the 1980 1500. By Chapter Five, he's describing his initial 1966 driving experience with America's first GT-6.

From the advertising logic ("Fun, top-down action, the thrill of agile driving..."), through the proud history of Spitfires in competition, ending with a chart of all the technical specs, Cook gives you what you want to know. There are also numerous photos to help illustrate the copy.

Don't wait two years like I did. Roadster Factory now has the book in stock. If you own a Spitfire, this book belongs on your shelf, nestled close to your shop manuals.

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## Triumph National Convention

The Rocky Mountain Triumph Club would like to invite you and your family to the Triumph National Convention in Boulder, Colorado. The gathering will take place August 1 through 5, 1990 at the foot of the Rocky Mountains. Over four days of fun, adventure, and relaxation have been planned for your enjoyment.

Registration will commence on 1 August, and the first 250 registrants will receive a special welcome basket from local and national sponsors. At 6:00 PM, the pool party will help you get to know new friends. Thursday, 2 August starts full speed ahead with the autocross at the Mountain View Sports Car Course in Mead, Colorado. Following a rigorous tech inspection, you can maneuver your Triumph through a mile long course. For those of you that are flying (in a plane!) to the event, we will have a rental car class for the autocross. After autocrossing has been completed, the track will be opened for "open driving" after a short driving school. At present we are allowed five cars on the track at one time, with no passing. Due to insurance regulations and safety factors, we may have a pace car. At 7:00 PM you are invited to parade your autos through

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## A Good Read

Yes! Our first Book Review!

I've been waiting for this book from the Roadster Factory for two years. The Triumph Spitfire by Micheal Cook, has finally been reprinted by Tab Books, and is now available from TRF (pat number RFP25, \$8.95). This little paperback (142 pages) is a very concise and detailed history of the Spitfire.

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streets of Boulder, and end up at Boulders' Earl Street Pedestrian Mall, where businesses and shops will give Triumph owners a special welcome with significant discounts.

Friday morning brings us to the Funkhana in the hotel parking lot. For youngsters 12 and under, there will be a special driving class in electric cars. The TSD/Gimmick Ralleye/Mountain Tour will take place around 11:00 AM. The tour will be available throughout the Convention. All road event will have mechanics in sweep vehicles, with plenty of spares - if needed, we will have flatbed car haulers on standby...

Friday will be topped off with a Dinner/Dance/Auction. Please be sure to wear your Western and Native American duds. We plan on giving out the Autocross awards at this party.

Saturday will be spent shining and polishing, as 9:00 AM starts the Concourse and popular car show on the grounds of Colorado University. In addition to the traditional 1st, 2nd and 3rd place awards, we will also give out Gold, Silver and Bronze awards to those cars deserving of special recognition. The popular car show is for cars that are modified, non-original condition, or not in concourse condition.

There is much more that can't be listed...the host hotel is the Clarion Harvest House. Rates are \$68.00 per night (four per room). Their phone number is (303) 443-3850. The Holiday Inn (3 blocks away) has rooms available for \$52.00 (phone 303-443-3322). Our official travel agent is Gene Pence of Cain Travel. Call 1-800-223-6335. When calling Gene or Continental Airlines, refer to Convention number EZ7P23.

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### \* Helpful Hint \*

It's all part of the restoration process. Some members will farm it out to an upholstery shop, some will do it themselves. **CARPETING!** I can't tell you what is best for you, but I can offer a D-I-Y tip. Once the new carpet is in place, holes must be made for trim

screws and seat belt and seat mounts. Try heating an object with a sharp metal point (try an ice pick, scratch awl or even a nail held with pliers) to a dull red glow. While still hot, push (or plunge, as the Bentley manual would say) the point through the carpeting and into the screw hole. On larger holes, wiggle it around a bit to enlarge the opening.

This method has two advantages. First, since the hole is "cauterized" the fabric will not unravel. Secondly, as the edges have been melted back, the hole will not close up as with an unheated point.

I used a standard propane torch for heating, as it heats quickly, and the flat bottom on the tank keeps it standing upright and ready (outside the car, dummy).

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## Personal Triumphs

Remember this column? Well, we're looking for contributors. Mainly those of you who think that your own Triumph is the one everybody wants to hear about (isn't that the entire membership?) Really now, this is the place where you can tell us all about your own Personal Triumph, and everybody will have to listen. Put pen to paper (or fingers to keyboard) and tell us the trials and tribulations, the joys of ownership, or any other tall stories about your experiences with your car(s) through history. If you have a decent photo, send that along as well.

All submittals will be gladly received by your Editor (Curt Robinson)...send them to:

Curt Robinson  
c/o *The Standard*

2354 Old Trail Drive  
Reston, Virginia 22091

Notice how we don't have one this month....





## Captain's Log

Star Date 6\*28\*90\*1130: I piloted my Spitfire through the outer bay door. It was a routine flight safety check. I'd been through it all many times before, literally for years. The technician asked me to check my fore and aft illumination, my forward warning array, then my front display moisture clearing device. They all worked, as they had many times before. But this time was different. The duty technician asked me to open the panel that would expose my power source. Before I could grab my phaser, set it for stun, and make good my escape, I'd been grounded.

It seems that Star Fleet Command in this quadrant of the galaxy (Virginius Major) had decided to crack down on obsolete star cruisers. I explained to Inspector 1st Class Evans that the maker of my craft had expired during the Tory revolt on New Britannia, and that the finely hand crafted parts were becoming scarce throughout the known universe. I went on to explain that the last time my afterburner had been probed (spacecraft wise), excessive poisons and toxins had not been found. My pleas fell on inoperative auditory sensors. According to Inspector Evans, no matter how clean your propulsion unit operates, if your manufacturer's equipment is not in place, and operative, you are grounded.

Star Date 6\*29\*90\*1320: Communications established with Star Fleet. Lengthy dialog with Virginius Erronius Productivity Advisors. Informed of increased enforcement of old law (circa Star Date 1973).

AT THIS POINT, PLEASE INSERT WHATEVER NOISE YOU DEEM APPROPRIATE FOR A TIME MACHINE RETURNING TO THE PRESENT.

This story does not come from the future, this is real - and I'm a real, old time resident of Virginia. I guess I've seen it coming for a while, but I wasn't prepared for it to happen at a Safety Inspection.

Allow me to explain my delimma. When I purchased my 1980 Spitfire three years ago, little of the original equipment

remained under the bonnet. Later that year, I had the car tested under Virginia's old tailpipe emissions standard. My car did smoke, and the HC and CO were below the standard for that production year. I was good to go.

Now Richmond has suddenly decided to start enforcing the 1973 law that requires all factory equipment to be in place and operational. For 20 years! Virginia wants clean air, and so do I. My car doesn't pollute (within the definition provided by EPA), but because I don't have all the proper parts, I'm in trouble. Never, in that 17 year period, has one Inspector, during the course of a safety inspection, ever checked for anything other than safety related items.

I've written two letters each to Senator Warner and Senator Robb, and recently one to Congressman Stan Parris. One of my letters was forwarded to the Virginia EPA. A truly nice person there, named John Bowden, explained how Virginia does have a heart, after all. Simply stated, if the parts are available, they should be on your car. The test equipment the inspection stations are using, if you haven't seen it yet, has a computer screen that asks the inspector check for the required pieces. The mach. actually locks up, stops the test, and issues a fail form if the inspector answers "no" to any of the required parts. So, don't take it out on the inspector...

Richmond can supply you with a list of places throughout the U.S. that might possibly maybe carry said parts. If you can prove that the parts are not available, then they will supply you with a waiver.

I was informed by 1st Sgt. Weathersbee of the Virginia State Police that their parts policy is basically the same. If you go in for a Safety Inspection, and the inspector gigs you for missing bits, they'll supply you with the same list.

OK, here's where it gets wierd. The majority of the places on this list appear to be *salvage yards and used parts houses*. To my way of thinking, putting used emissions equipment on a car that's not a polluter is asking for trouble. If the car does pollute, then maybe the parts would help. But really, proper maintenance and tune-ups are the answers for our type of cars, not burdensome equipment.



I'll continue looking into this matter, and give you a follow-up at a later date. I've talked to the local MG Club people, and it seems that they've been working on this since the 20 year ruling (yes, all cars back to 1970) was passed two years ago. Now we must join the battle. If you want to jump into the fray, or if you must because of the effect on your car, I've got some phone numbers and addresses.

Charlie Brown  
(703) 768-6295

*Editor's note:* As was detailed in some articles written in this rag some time ago, only Arlington County, the City of Arlington, Alexandria, Fairfax County and City, Prince William County and the City of Manassas are under this pollution equipment requirement by the State EPA (so far...). The state Safety Inspection requirement, however, seems to apply all over, though whether outlying areas would be aware of this yet is open to question.

The MG Club has been adventurous enough to have some State personnel come speak to them about the requirements. Currently, we are looking into doing the same. Look for it on an upcoming events calendar. In the meantime, if you need the name of your local representative in Richmond, to whom you *might* want to express your opinion, call me. I have a list...

Curt Robinson  
(703) 620-1296

## Gimme Shelter

Part II

In a past issue, I wrote about wanting to get my Triumph in out of the rain and sun. I discussed my purchase of a vinyl cloth cover which provides shelter after the owner has fit the vinyl over a metal frame, thus making a "garage" without the expense. I noted that several companies advertised these shelters in car magazines, and added that anybody purchasing such a kit would have to have a place to build and place it (apartment house landlords usually take a dim view of structures in the parking lot). I planned to put my shelter at the end of my driveway.

I bought my cover last fall, but didn't get around to installing it until the spring - so if you're really interested in shelter, you could probably get it done a lot faster than I did...Anyway, my cover cost about \$350, including UPS delivery. It was designed to be bolted to a flat concrete driveway or patio, but since I decided to put it at the end of my driveway, on uneven lawn, I had to figure out how to keep it on the ground. Solution? I had "84" Lumber from Lorton, Va. deliver a load of exterior grade boards to my house. Each board was 16 feet X 8 inches X 2 inches, and heavy. Did I say they were heavy? Well, they were *heavy*.

I assembled the bottom part of the metal frame supplied with my kit, and bolted it to two of the boards to serve as the base. I used exterior grade/aircraft quality nuts, washers and bolts. Then, for insurance against windy weather, and to keep the base board planks above ground, I cut up several more of the 16 foot boards and placed them both below and above the base boards. This was more than adequate weight against all but hurricane force winds.

I then assembled the remainder of the frame to the base, and fitted the vinyl cover to the frame, one peice at a time. To keep moisture out of the rocker panels and fresh blue paint, I put two 8 X 12 plastic boat covers on the "floor" inside the frame. Over these went eight more 16 foot (heavy) boards, and two sheets of marine grade plywood. This provides a moisture-resistant floor which keeps the car above ground.

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## New Members

British Car Day has provided us with some new names and cars. The Club wishes to welcome John Hyman, Spitfire; Furman McCormick, TR-7 & Spitfire; Dennis Eckhout, TR-6; Ron Watson, Spitfire; Thomas Broring, Spitfire; Warren Brown, TR-7; Jerrold and Lucy LeTourneau, GT-6; Richard and Jackie Wolfe, TR-3; and William Bonsteel, TR-4.

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When complete, this creation resembled a large tent, with an opening in the front suitable for entry of small British roadsters. The front actually raises and lowers - which is a bit of work. Once it's raised, and held in place with bungee cords, a bit of caution is required for entry and exit of the vehicle. Anything bigger than a Spitfire, TR-3 or GT-6 might not fit. The cover is 18 feet long, and 10 feet wide, and has a four inch gap at the base of the frame for air circulation.

The manufacturer says that the vinyl cover should last about five years in moderate climates, and the metal frame, well



engineered and built, should last decades. The manufacturer (Carbana, Inc. of Syosett, N.Y.) also says that they will sell a second vinyl cover to purchasers of the original kit, without having to buy another frame, should the vinyl wear out.

My "TR Tent" (what else can I call it?) serves the purpose very well, in spite of looking a bit odd alongside the house. Sometime it may just fit a TR-4...

Its easier to look at my creation to understand what it took to build, and how it works. If you want to see the "TR Tent" in action, give me a call!

Brian Lee  
(703) 354-5790

## Club Clothing

NCAVTR clothing is still available - our supplier requires a minimum order. When that minimum number has been reached by members' (and even a few lucky non-members) requests, we will place an order. So, please allow a reasonable time for for the order level to be reached, and the delivery to be made. Those of you who ordered shirts last time, please send Keith Dunklee \$2.50 to cover postage, or let him know how to get your stuff to you some other way (such as at an event).



If you haven't ordered, and would like a shirt, please fill out the entry blank on the last page of the newsletter. Make your checks payable to NCAVTR, and send them to

Keith Dunklee  
6713 Queens Chapel Road,  
Hyattsville, Maryland 20782



## Some New Officers

At the last "Executive Steering Committee" meeting, some new club officers were selected, based on popular acclaim. First of all, our new club secretary is **Brian Lee**. He will be replacing **Henry Irving**, and has already proven his capabilities at the Steering Committee meeting. Henry is not only leaving our ranks to go to Arkansas, but is getting married, and leaving the military. All in one swell foop! Best wishes go to Henry and his new bride.

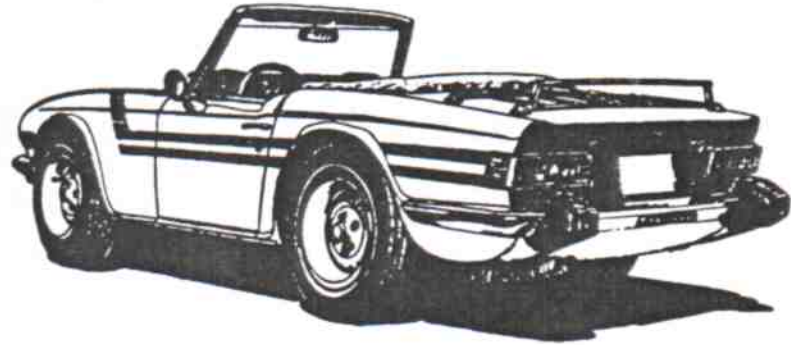
**Elene Gillespie** has now officially taken on the role of Activities Director. She will be coordinating our events calendar in the future, has already contributed heavily to our present schedule, and promises bring more events to us in the future.

**Mike Szoke** and **Keith Dunklee** have both graciously accepted another term as Treasurer and Vice President, respectfully. Your Editor also remains in his present post.

**Charlie Brown**, however, made it officially known that this Steering Committee meeting was his last official act as President.

strongly suggested a draft choice from the convention floor, and as of this writing, the proposed draftees are still mulling it over.

We'll will keep you posted.



## Calendar of Events

**29 July - Scottish Games British Car Show.** Episcopal High School, West Braddock Road and Quaker Lane, Alexandria. OPEN to all British Cars. Free Admission to all good examples of British Marques. In talking to Phil Brooks, one of the organizers, we understand that the car does not have to be all original, like at Gunston Hall, but they must be good clean examples. He makes the judgement call there. The field opens @ 9:30, the show starts @ 11:00, and is over @ 5:00. Call Elene Gillespie (our Events Director) to coordinate with those of us going together (703) 528-4966.

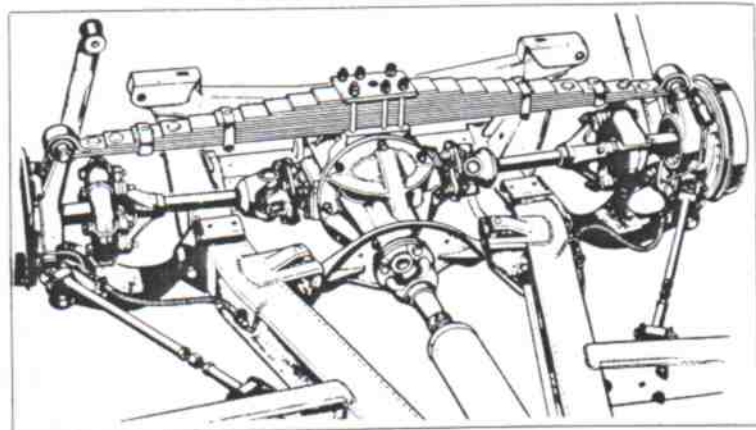
**1-5 August - Triumph National Convention.** Rocky Mountain TR Club, Boulder Colorado. Call (303)690-6864 or (303) 690-0213. George Barszewski is going, and is looking for passengers. (301) 546-0488.

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## Reminder

The August 1 deadline approaches! Early member must update their dues by the beginning of August, or the spiders will get you! Seriously, if you are one of our first members who paid only \$10 for dues, the price of membership has gone up. If your expiration date is 6/90 or 7/90 (check your mailing label), you need to send Mike Szoke \$20.00. For those of you with a later 1990 date, it'll cost you an additional \$10.00. Starting 1 August, if we haven't heard from you, your name comes off the mailing list.

For convenience, next to the form for Club Clothing in the back of the newsletter, there's a form for membership renewal.



**9 September - Gunston Hall Car Show.** Gunston Hall, Virginia. 9AM to 3PM. The featured car is the Model "A" Ford, but is open to all Marques. It's \$4.00 General Admission, and \$10.00 if you want to show your car. Nothing later than 1970 will be allowed to display. Last year, we only had one Triumph in the show. With all the beautiful older cars we have in this club, we should be able to do better than this. If we can field five cars, there's an award for best in marque. For more information, call Lew Delafield @ (703) 385-3307.

**15 September - Road Tour to St. Michaels/Oxford.** NCAVTR. This is going to be a fun one. It's scheduled to include a ferry ride from Bellview to Oxford, with good seafood along the way, and overnight accomodations at a bed and breakfast in Cambridge. There's going to be a small fee associated with this one, as dash plaques will be provided, and some expenses will be prepaid. Rain date: 22 Sept. Call Elene Gillespie @ (703) 528-4966, or George Barszewski @ (301) 546-0488.

**6 October - Tentative date for White Post Restorations Tour.** We're trying to combine forces with the MG Car Club, and the Mini Club to increase the size of the tour, and our funfactor. Please contact Elene Gillespie ASAP.

## VIDEOS Available

At this point, Keith Dunklee and Brendan Burke have the VHS copies, and Mike Szoke has the BETA. If you want a look see of these Triumph tapes, get in touch with either Keith @ (301) 864-4191 or Mike (703) 430-0713.



**NCAVTR Window Stickers** are available - Want one? Send \$2.50 each (minimum \$5.00) and SASE to Mike Szoke 2 Paxton Court, Sterling, Virginia 22091

### KEYS CUT FOR BRITISH CARS

Keys cut for Triumph's, MG's, Austin Healey's, and other early British cars by code.

Need the number on ignition switch and/or number on trunk handle stem, make and year of car.



Cost is \$4.00/\$7.00 dbl. side.

Send check and self addressed stamped envelope to:

Pete Groh  
1620 Furnace Drive  
Glen Burnie, Md. 21061

(301) 768-8981

Advertising Space available. Please call Curt Robinson @ (703) 620-1296.



### Membership Renewal

\_\_\_\_\_  
Name

\_\_\_\_\_  
Membership Number

\_\_\_\_\_  
Date

\$10.00

*Check enclosed, Payable to:*  
**N.C.A.V.T.R.**

\$20.00

*to update our member files...*

New TRs Acquired? \_\_\_\_\_

Old TRs Sold? \_\_\_\_\_

New Phone Number? \_\_\_\_\_

New Address? \_\_\_\_\_

**Please complete and Return to:**

**Mike Szoke  
2 Paxton Court  
Sterling, Virginia 22170**

### Club Clothing

*Please indicate the size, quantity, and style  
the pieces you want*

- \$10.00 Short Sleeved "T"**  
 XL  L  M  S
- Sweat Shirt**  
 XL  L  M  S
- Hooded Sweat Shirt**  
 XL  L  M  S
- Golf/Polo Shirt**  
 XL  L  M  S

**Please complete and Return to:**

**Keith Dunklee  
6713 Queens Chapel Road  
Hyattsville, Maryland 20782**

**Make Checks Payable to:  
N.C.A.V.T.R.**

