



THE STANDARD

The Official Publication of the
Capital Triumph Register
Volume XVII, Number 5, May 2005



Some of the many CTR members, family, and friends who helped make Britain on the Green 2005 a success gather on the steps of the Collingwood Library and Museum at the end of the show. To all who helped, "Thank you, we couldn't have done it without you!"

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CTR Happenings

Britain on the Green 2005

Despite occasional light rain and chilly temperature, BOG 2005 was a huge success. The next issue of *The Standard* will include results of the participant and spectator choice voting as well as photos.

British Car Week in Southern Maryland

Michael and Mary Oritt will host the 4th annual picnic at and rallye to their Little Cove Farm in St. Leonard, Maryland on Sunday, June 5th. Arrive at the farm any time after 10:30. For the "Not Four" Rallye, show up at the Giant on Route 301 just south of its intersection with Route 4 at 10:00. The rallye is an observation type and should take about an hour and a half. No cost, but donations will support the Calvert Hospice. Contact Michael at awgertoo@aol.com or see <http://users.arczip.com/zntech1/events.html> for more details

CTR members interested in driving the rallye route for fun, contact Art Fournier to work out plans. Likewise, contact Art to coordinate picnic details. Please support this event!

Please welcome CTR's newest members:

- ➔ Steve Wu, Leesburg, VA
- ➔ Paul Zelinke, Arlington, VA



Looking back at *The Standard*: Volume II, Number 3, May 1990

The lead off article in the May 1990 edition of *The Standard* was on the introduction of membership cards for the club and a plea for members to pay their dues. Since treasurer Mike Skoze reported a balance of \$413.85 in the bank account and commented that the club was "a non-profit organization but even Uncle Sam would understand a slightly higher ending balance," there may have a thread of concern.

Other articles included Charlie Brown's report on adding air shocks to the rear of his Spitfire. This procedure remains the definitive method of correcting the Spitfire's notorious driver's side squat. The club also announced plans for a trip to Gettysburg.

Take Your LBC out to the Ball Game Bruce Hislop



You don't have to buy it peanuts or Cracker Jacks. On Saturday, June 11th CTR is descending on Bowie for the first (annual?) Baseball Night. We'll watch the Bowie Baysox (Triple A affiliate of the Baltimore Orioles) take on the Portland Sea Dogs (Boston Red Sox affiliate). It's also Negro League Tribute night, with appearances by former Negro League players. The first 1,500 fans through the gate get a replica Negro League cap. And if that's not enough, after the game... Fireworks! All this for a measly \$11.00 per person age 6 and over. Children 5 and under get in free, but won't have a seat -- they'll have to do the lap thing. Of course if any parent wants to purchase a seat for their under-five child, they can. It's still \$11.00. Folks, this is a bargain in any currency! Have you priced tickets for an O's or Nat's game? And then your seats are so far away you'll have to duck every time the blimp passes by. At Prince George's Stadium all seats are great, and the players come out early and sign autographs.

Here are the logistics. The stadium gates open up around 6:00 for a 7:00 game start. We'll start to assemble around 5:30 and hog a bunch of spaces in the parking lot. If you'd like to come a bit earlier to get a jump on tailgating, feel free to bring your own picnic supplies. I need to know who is coming and how many tickets you want **NO LATER THAN May 18th**. This ensures that we can sit together. Please e-mail me (bmhislop@hotmail.com): your name, number of tickets you need and number of cars you're bringing. (Anyone? Joe? Anyone?) If you just show up Saturday, you can probably get in, but there's no guarantee you'll be able to sit with the group -- and you might not get the group rate.

Please send a check made out to me -- Bruce Hislop, at 12806 Belhurst Lane, Bowie, MD 20715. I'll be covering the cost of the tickets to reserve them.

Directions to Prince George's Stadium: From points West (all y'all Virginia folk) get on Rt. 50 East towards Annapolis (the Maryland part of 50, that is). Take Exit 13A, Rt. 301 South. At the second stoplight turn left onto Stadium Drive. There is a big Baysox signboard on the corner and a bunch of colored flags. There's also a Home Depot on that corner. Follow Stadium Drive to the stadium. I'll block off spaces on the paved part of the parking lot, by the tree line. Look for orange cones.

From points South, come up Rt. 301 and turn right onto Stadium Drive. It's the first light after the Rt. 197/Rips light. Follow Stadium Drive to the end and look for the cones.



BTCC Spring Fling

Mary Schoen

Sunday, April 10th marked the first official driving event of the year as members participated in the Spring Fling Driving Tour. The weather was simply spectacular -- a lovely sunny day with blue skies and white clouds, warming just a bit as the day proceeded. This event, sponsored by the British Touring Car Club (BTCC), was attended by eleven participants in eight vehicles -- including a nice mix of both CTR and BTCC members. Marques included a TVR, a TR3, an Austin Healy, a TR 250, two Spitfires, a Morgan, and a TR6.

Our day began at the Aldie Mill, a few miles east of Middleburg, Virginia. At the appointed time, we departed for a 60 mile journey through some incredibly lovely countryside, including some charming communities. We toured through Hamilton, Lincoln, Purcellville, Philomont, and Bluemont -- all before lunch! There are many scenic roads that are a short drive from our normal congested traffic routine. This Tour was such an example. We were able to experience Spring time as the trees and plants are starting to bloom in earnest.

We had brunch at the Hunters Head Tavern in Upperville, charming with its colonial ambience. We were given a private dining room that was close to the brunch buffet. I think it is safe to say that we all ate hearty. We were even able to celebrate Stefani Bell's 13th birthday during brunch (her Dad [Bill] is relatively new member). After our meal, the group departed -- a few for home and other commitments, but a significant number of us headed to the State Arboretum of Virginia for a short visit. The Arboretum is about twelve miles west of Upperville on Route 50. We took a walk around the grounds, seeing the extensive boxwood collection, as well as the grand stands of beeches, magnolias, and maples. Especially enjoyable was the chance to walk down a tree-lined road that shaded us from the afternoon sun.

The following individuals participated on our Spring adventure: Bill and Stefani Bell, Tom Brocke, Art Fournier, Ed Geiger, Bruce Hogeland, George Phillips, Mary and Ira Schoen (we hosted the event), Bill and Kathy Wemhoff. Finally, a special acknowledgement to Art for driving the longest distance to begin this Tour (as with so many events) -- he drove 90 miles from his home in Chesapeake Beach, Maryland to join us!

Here's to a fun 2005 driving season!





Time and Triumphs March On

Tom Burke

The TR8 was Triumph's Sportscar Of The Future. Unfortunately, they brought it out when they no longer had one (a Future, that is). An American V8 and a design that reflected its origins on a cocktail napkin from a three martini lunch, it was Triumph's answer to the Sunbeam Tiger (a question that was asked 16 years earlier by a company that disappeared in 1976).

About 2700 TR8s made it out the door before Triumph succumbed to British Car Manufacturer's Disease. Most of them went to the United States where they were snapped up by sports car enthusiasts who barely had time to wear out the tires before Jaguar Rover Triumph lost their third initial.

TPVDV8AT214472 left Courtesy Motors in Lenexa, Kansas and went God knows where, driven by an assortment of determined owners who left behind a variety of glove box relics and repair receipts. It found its way to Arlington, where it fell beneath the gaze of CTR Member Emeritus Karl Johnson. Karl knew the Future when he saw it. Despite the thick repair folder, he snapped it up and he drove this wonderful wedge for ten years to VTR Conventions and events of all sorts.

Time and TR8s march on, though. Karl let his son take the TR8 off to college at Ohio University. Even Karl's meticulous maintenance would be challenged trying to keep up with the depredations of that seven hour trip across the Pennsylvania Turnpike and the wilds of Southern Ohio. It is a trip that kills off semi-trailers before their time. I should know. My father sent me on the same trip to that same school in a Fiat 124 many years before that, and I can assure you, Karl's TR8 held up a lot better than the Fiat.

Karl kept it on the road for years thereafter, but the inevitable accumulation of Triumph troubles eventually put it into that state of suspended animation that wraps around so many noble British road knights. It lingered for nine years in the twilight of Karl's garage while he was kept busy by other Triumphs and other issues.

Here's where I come in. A newly-minted and dangerously obsessed Triumph fan, I visited Karl in search of Spitfire parts. (He has, by the way, a lot of Spit parts that he would be happy to see in your garage instead of his.) I had

spent four years roaming eBay and the nearest five states looking for parts for the 1980 Spitfire my son and I were trying to put on the road. Turns out that Karl had every part I ever needed and he lives less than five minutes away from my home. I was stunned, but not as stunned as I was when he showed me the dusty jackstand Briton he had kept safely out of the weather, waiting for a new destiny.

Despite Karl's intention that, someday, he would get it back on the road, I pestered and prevailed upon him until, finally, he sold it to me. He was, however, kind enough to offer to help me get it running so I could drive it that two mile distance back to my house. This led to a three month adventure for both of us. I spent most of that time staring at the underside of the TR8, wondering if I actually knew how to fix these things. Karl spent his time wrenching and suggesting and wondering if he'd ever get ME out of his garage, not to mention the car.

I have to say here that this was really one of the best experiences of my "car life." Like many others, I have spent years, mostly by myself, learning the hard way, screwing up, banging my head and invoking God in language that would frighten a Viking. Karl's meticulous and methodical approach made him both an enjoyable companion and an indispensable fellow worker. I learned a lot and I think we both enjoyed the process, which taught us more than we wanted to know about how really hard to start a car can be.

On April 10, 2005, twenty-five years after it left Lenexa, the TR8 marched those two miles, under its own power. I know it pained Karl to see it go (perhaps less than it pained Penny, his wife). Despite all the struggle and work and money that we put into these cars, they are part of us, part of our lives, like our kids, and we miss our kids when they move on.

It pleases me to say, however, that this long story has another chapter, because Karl has another road knight, even more noble than this Anglo-American hotrod. A pristine (though stone cold, non-running) 1973 Stag rolled into the garage space vacated by the TR8. It pleases me even more to say that I will get the pleasure and the privilege of helping Karl put this elegant GT back on the road. I'll enjoy the experience of figuring out this earlier, but even more sophisticated example of Triumph's art, but, even more, I'll enjoy the company and the pleasure of seeing both Karl and I, once again, marching on in Triumphs.



Winter Dinner



On March 20th, members of the Capital Triumph Register and the British Touring Car Club met at the 94th Aero Squadron Restaurant in College for our annual winter dinner.

Mary Schoen had flowers for the ladies and presented gifts to BTCC members who had been especially active in the 2004 driving season.

Thanks to all who came out for an enjoyable evening. While a round of applause goes to Bruce Hislop for coordinating the event, special thanks go to Miriam Hislop for putting up with CTR's schedule changes and allowing Bruce plan an event on their wedding anniversary!





Capital Driving Club Autocross Series

Ed Chan

On Saturday March 19th and again on April 9th the Capital Driving Club, sponsored by the Capital Triumph Register, held an autocross at Harry Grove Stadium in Frederick, Maryland. The weather was cool but dry. We tried again to autocross in Manassas, Virginia on April 23rd, but the threat of heavy rain and thunderstorms caused us to postpone the event to April 30th.

Joe Macinnes designed a great course for the March 19th course with two skid pads and some offset gates, and for the April 9th event, the course had a few switch-back turns with a sharp turn at the end to slow everyone down. Everyone seemed to enjoy the course. The sharp turn at the end proved too difficult, and one person ran over the timer (thank God it was not damaged).

For the first time this year, we tried a split heat format, where each heat would grid on the parking lot. Half the people in the heat would run, while the other half would work the course. After the first half was done working, they would switch positions. The organizers thought it was going to take too much time, but the process actually worked very smoothly. About seven people told me that they loved the format. So, we'll probably keep the split heat format.

Our autocrosses seem to be getting more popular. We received 46 new members in the first two events, with both events selling out. In an effort to not leave people in the cold, we will start registration and tech inspection 30 minutes earlier at 8:00 am instead of 8:30 for now on. We still want to let everyone have six runs on the autocross course.

With over 100 members signing up for autocross, we've decided to put a freeze on new members. We hope that as the events progress in the year, we can accommodate more participants and will open membership up again.

If any of the participants have any feedback on this last event, please send them to me at capitaldriving@yahoo.com.

Mike and Jake Moran posted photos and videos at their web page at: <http://www.moranbros.com/auto-x/2005/03-19-05/> Pretty neat but a dial up connection may take forever for the videos. You'll need a high-speed connection.

We're happy to welcome the following new members to the Capital Driving Club and the Capital Triumph Register:

- ➔ Karim Bacchus, Largo, MD
- ➔ Brendan Bahr, Alexandria, VA
- ➔ Steve and Tammy Beckley, Walkerville, MD
- ➔ Sean Birger, Marriottsville, MD
- ➔ Josh Birger, Sykesville, MD
- ➔ Dillon Bussert, Vienna, VA
- ➔ Matt Canada, Sykesville, MD
- ➔ John Chang
- ➔ Vinson Cornejo, Reston, VA
- ➔ Matt Demicco, Herndon, VA
- ➔ Michael DiBlasi, Hanover, MD
- ➔ John Dulema Jr., Bethesda, MD
- ➔ Liam Dwyer, Manassas, VA
- ➔ Jesse Foster, Ijamsville, MD
- ➔ David Flores, Parkville, MD
- ➔ Mick Frankel, Springfield, VA
- ➔ Kevin Glaus, Oakton, VA
- ➔ Neal and Mary Glessner, Hagerstown, MD
- ➔ Brian Hamlin, Germantown, MD
- ➔ Josh Hickey, Burke, VA
- ➔ Jason Hodrinsky, Arlington, VA
- ➔ Mahmoud Ihmeidan, Arlington, VA
- ➔ Ben Kaplan, Washington, DC
- ➔ Brian Karwan, Frederick, MD
- ➔ George Knouse, Frederick, MD
- ➔ Brian Kraus, Westminster, MD
- ➔ Philip Lacy, Frederick, MD
- ➔ Alex Lee, Bowie, MD
- ➔ Hunter Lonsberry, Fairfax, VA
- ➔ Tom Manning, Herndon, VA
- ➔ Matt Mannix, Raleigh, NC
- ➔ Denny Mitts, Thurmont, MD
- ➔ Robert Mullen, Martinsburg, WV
- ➔ Brendan O'Brien, Vienna, VA
- ➔ Pat and Jerry Olson, Springfield, VA
- ➔ Katie Orgler, Falls Church, VA
- ➔ Paul Purdham, Walkersville, MD
- ➔ Michael Robbins, Westminster, MD
- ➔ Shawn Roberts, Falls Church, VA
- ➔ George Samuels, Westminster, MD
- ➔ Timothy Schoppe, Frederick, MD
- ➔ Josh Taylor, Manassas, VA
- ➔ Michael Towery, Herndon, VA
- ➔ Carol and Allen Tucker, Hanover, PA
- ➔ DJ Wheeler, Manassas, VA
- ➔ Steve Whitesides, Murrysville, PA



Capital Driving Club Tech Tip Ask for Pointers Ed Chan

At the start of every autocross, I ask, "Raise your hand if this is your first autocross." Typically, about 20 people raise their hand. I then say that these new drivers should ask one of the organizers or one of the experienced drivers to ride with them as they maneuver the autocross course. I also suggest that they should ride with an experienced driver to get an idea of how to drive.

Unfortunately, only some of the "newbies" actually ask for someone to ride with them or to ride with an experienced driver. Giving an getting rides, not only gives you a better chance of driving better, you also get to meet more people, share experiences and have more fun.

Although not a new driver, Peter Mitchell asked if I could ride with him and give him suggestions with driving his Spitfire. Peter was doing ok, but he wanted to get faster. Although my extra weight probably slowed Peter down, I was able to give him a couple of suggestions (stay on the throttle a little longer, and hold a tighter line around the skid pad). The driver often is not able to see the same things an observer may see, either riding in the passenger seat or watching outside the car. What an observer may see and convey to the driver can help shave seconds off your time. These little suggestions can help the most seasoned driver.

So whether you autocross every weekend or doing it for the first time, ask someone to ride with you, and ask spectators to watch you. Then ask for some specific pointers. You want more than, "nice run" or "you did ok." Try to get specific suggestions like, "you're hitting the brakes too early," or "if you go into the turn deeper and faster, you'll be set up better for the next cone."

The main point is to have fun and learn to be a more effective driver. Ask questions, meet new people, and have fun!



Long Term Storage Poses Triumph Restoration Woes Stephen Oertwig

Triumphs – unlike fine wine – do not improve with age when stored for many years. Many owners have discovered that years of neglect are harder on the high quality British steel and rubber than an occasional drive around the block.

I put a 1970 Triumph 2000 Mk II in storage in 1989 with all intentions of restoring it after a two-year posting overseas. I had purchased all the rubber seals and body repair panels in England, and planned to put the car back cosmetically the way it looked when it was new. A previous owner had let a tree jump in front of Triumph's "four-door sports car" version, so the nose and left wing looked like a mangled soup can.

Mechanically, the 2000 ran great when put away to rest like Sleeping Beauty. With only 55,000 miles, the six-pot engine was as smooth and quiet as any Triumph. The Borg and Warner autobox and power-assisted steering guaranteed an effortless drive around town or on the freeway.

Power was abundant for a car of this size. In fact, Triumph offered an automatic transmission cooler for towing, which I fitted to tow a Sports 6 from Boston to Missouri.

The 2000 and Sports 6 were driven into a covered pole barn and placed on blocks. Fuel stabilizer was put in the tanks, oil shot in the spark plug holes, and carbs and exhaust pipes taped shut.

What should have been a Sleeping Beauty story turned out to be more like Gilligan's Island. Two years turned into 15. Efforts to revive Sleeping Beauty failed as the fuel pump perished, and the electronics failed to breathe a spark of life. My Triumph dreams were turning into a basket case.

This spring I had been on the hunt for a Triumph for my son. Just when I had a Spitfire in sight for him, a local body shop called and asked if I still wanted to fix the 2000. This was an easy question: The 2000 was hauled away on a trailer the next day.

It took the shop a while to get 15 years of dirt, bird droppings and mud dauber nests out of the car. I thought work was going well until the call came asking for more parts. I knew the front clip was shot, but I didn't realize just how far the tin worms had eaten the front half. The bonnet was the only piece that didn't have to be touched drastically.

(Continued on Page 8)



Long Term Storage (Continued from Page 7)

The car appeared to be sound from the A pillar back. Tin worms eat the most in the dark. Sheet metal requirements soon grew to left doors, both rocker panels and the lower part of the A posts. The doors were salvageable, but doorposts are not available and will have to be fabricated.



Door ("A") Post

Fifteen years of sitting also took its toll on the radiator. Rather than shipping one from England, the radiator will be sent out for rebuilding in the States.

It's unknown what will be discovered next as rebuild continues. It is like wading a stream and realizing the water is too deep. One might as swim the rest of the way instead of turning back.



Lack of commonality with other Triumphs makes restoration of a 2000 challenging. A few Triumph 2000 Mk Is were imported to the United States, but the body was restyled for the Mk II. Doors are the same, and most underskin parts are similar, but finding 2000 parts in the United States is nearly impossible. Triumph did not ex-



port Mk IIs to the United States. This particular car made it to America via Bermuda.

While the six-cylinder engine is 1,998 cc, it is slightly different from the GT6 engine. Some Stag parts will fit. It is a mix-and-match game to cross reference parts with other TRs. Chris Witor is the undisputed expert supplier of 2000 parts. Rimmer Bros. also has been a reliable supplier. Some of the rubber seals will have to come from Scott's Old Auto Rubber in Australia.

It is unknown how long it will take to get the 2000 back on the road. A lot depends what else is hidden away underneath the slate grey paint. When the 2000 is finished, it will be time to think about the Sports 6. The tin worms have been working on it a long time, and it can only be as challenging to bring another Sleeping Beauty Triumph back to life.



Fifteen years of dust, bird droppings and mud dauber nests cover the Sports 6. The 2000 looked the same when hauled away. The 1963 Sports 6 has the 1.6-liter engine with dual Solex carburetors. Working on cars such as this is best done in winter and spring so the hornets aren't a problem.



Triumphs at Barrett-Jackson

RJ Fortwengler

The 3rd Annual Barrett-Jackson Palm Beach Collector Car Auction was held on April 1-3, 2005 at the South Florida Expo Center. Over 400 cars were sold for “no reserve,” raising a record \$22 million.

I was in Florida for the Nasdaq-100 Open Tennis Tournament in Key Biscayne and, since the tournament had kindly provided me with a brand new S500 Mercedes courtesy car, I decided to take a drive up to Palm Beach on Saturday morning and check it out. I arrived just in time to see the two Triumphs in the auction cross the block, one after the other.

First up was Lot #312, a red 1962 Triumph TR-4 that sold for \$14,040, including an 8% buyer’s premium. It was described in the catalog as:

“Older restoration on a solid, original TR-4. Options include wire wheels and overdrive transmission. Runs and drives great! A few mechanical upgrades for performance and reliability. Includes owners and workshop manuals.”

This appeared to be a straight car with an older repaint. Interior was fair, with new upholstery on the seats, older top. Had a nice luggage rack, good glass. Funky back-up light affixed to trunk near license plate. Certainly not the nicest TR-4 I’ve ever seen, but if it runs well the buyer shouldn’t get hurt too badly.



Next was Lot #313, a white 1980 Triumph Spitfire that sold for \$17,820(!), including an 8% buyer’s premium. It

was described as:

“33 miles from new, nothing else needs be said. AM/FM radio, striping kit, luggage rack, wheel trim rings, overdrive, all original, original owner, all documentation, window sticker.”



Now I’m no Spitfire expert, but this car just did not impress me. Of course, in true Barrett-Jackson fashion, the auctioneer went on and on about this “once in a lifetime opportunity to buy the best, lowest mileage Spitfire in the world!” My question was, with only 33 miles showing, why had the car been repainted? Not only that, but it was a lousy paint job with overspray all over. Even the chrome bonnet releases on the sides of the front fenders were crudely painted over. The interior was dirty and the tires were worn. I understand that this sale caused quite a buzz on the Spitfire chat rooms, but in my opinion the car was not described accurately (“all original”?). Chalk this one up to auction fever.....I wouldn’t have paid half that for it!

All in all, the auction was an interesting experience. It is notable that Triumphs were among the cars being auctioned by Barrett-Jackson, given their reputation for only accepting cars of the highest standards. And it was nice to see the Triumphs bring decent money, despite my opinion that we had nicer cars at BOG.

Given these auction results, and what I am seeing on eBay and other venues on the web, there is no doubt that Triumph values are appreciating. So the next time your significant other complains of all the money you are spending on your car(s), you can say it’s an investment!

A complete list of auction results from the Barrett-Jackson Palm Beach Auction can be found at www.barrett-jackson.com



EVENTS

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

May 7 - BOG TGIO, Charlie Brown, Mason Neck, VA

May TBD - Autocross, Prince William Co. Lot, VA *CTR*

May 15 - Richmond Triumph Register British Car Meet, Ken Nachman, (804) 272-7523

May 15 - Art Expo and Car Show, Savage Mill, MD, Camellia Blackwood, ctaffel@comcast.net or (301) 604-4484

May 17 - Membership meeting (all members welcome), Bentley's Restaurant, Route 50, Falls Church, VA, Paul Edelstein, (703) 914-0507

May 20-22 - Carlisle Kit and Import Show, PA

May 28 - Lucas evening driving tour, MD, Paul Edelstein *CTR*

May 28 - Autocross, Osbourn Park HS, Manassas, VA *CTR*

May 28 - “The Brits are Back” show at Hope Lodge, PA, by Delaware Valley Triumphs, www.delvaltrs.org or (610) 222-0180

May 28-Jun 5 - Drive Your British Car Week, <http://www.britishcarweek.org>

Jun 4 - Brits on the Bay, Tidewater Triumph Register, Norfolk, VA

Jun 5 - 4th Annual British Car Week Rallye/Picnic, St. Leonard, MD, Michael Oritt, Awgertoo@aol.com

Jun 11 - “Take Me Out to The Ball Game,” Bowie Baysocks Tailgate Party, Bowie, MD, Bruce Hislop *CTR*

Jun TBD - Autocross, Prince William Co. Lot, VA *CTR*

Jun 23-25 - TRA National Meet, Branson, MO, Jim Wortsman, jwstr2@yahoo.com

Jun 25 - Autocross, Harry Grove

Stadium, Frederick, MD *CTR*

Jun 26 - The Original British Car Day, Lilypons Water Gardens, Buckeystown, MD, John Tokar, at (301) 831-5300 or tokarj@erols.com *CTR*

Jul TBD - CTR Membership Meeting

Jul 9 - Autocross, Osbourn Park HS, Manassas, VA *CTR*

Jul 10 - BRRTA “British Invade Gettysburg,” PA, Ralph Eriksen, (717) 979-9242 or

Ralph_Eriksen@yahoo.com

Jul 16 - Autocross, Harry Grove Stadium, Frederick, MD *CTR*

Jul 16-17 - BTCC Overnighter, Ira Schoen *CTR*

Jul TBD - Jukebox Diner Cruise In, Annandale, VA, Paul Edelstein *CTR*

Jul 24 - Scottish Games car Show, Alexandria, VA

Jul 26-30 - VTR National Convention, Rockford, IL *CTR*

Jul 30 - Brits by the Bay, TRAC, Downs Park, Pasadena, MD

Aug 6 - Autocross, Osbourn Park HS, Manassas, VA *CTR*

Aug 11-14 - TRF Summer Party, Armagh, PA

Aug 20 - Autocross, Harry Grove Stadium, Frederick, MD *CTR*

Aug 28 - Cruisin' for Crustaceans tour, Southern Maryland, Art Fournier *CTR*

Sep 3 - Autocross, Harry Grove Stadium, Frederick, MD *CTR*

Sep TBD - “Winery Tour” *CTR*

Sep TBD - Autocross, Prince William Co. Lot, VA *CTR*

NOTE: Ads for CTR members shall run on a space available basis for 3 issues. To rerun, please resubmit your ad at end of period. Other ads are space available only.

1972 TR6 Parts Car for sale. Good motor, 4-speed, no glass. Wheels, tires, front end good. Top, rear end bad. \$500. (Keep this car from going to the crusher!) Call Mark (703) 339-8712

Spitfire Parts for sale. Differential, block, crank, flywheel, pistons, clutch, etc. Call Jim (301) 423-5806

1979 Spitfire Convertible for sale. Green. Engine in excellent condition - runs very well. Needs new top and minor body work. Includes 6-disc CD, car covers and alarm sys. \$3,500. Call Kim/Ken at (703) 327-5105



Spitfire Bonnet. 1969 or 1970 in medium to poor condition - trying to keep it from the scrap metal world. Rob Nicholson of Motorhead at kellis999@aol.com, (703) 573-3192, or at home at (703) 979-2468

Two TR3 Parts Cars for sale. 1959 and 1961. Upper Marlboro, MD. Contact Dave (301) 579-6265

CLASSIFIED

CTR assumes no responsibility for quality or condition of merchandise listed herein. All transactions resulting from listings are strictly between buyer and seller.





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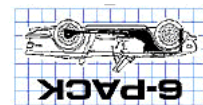
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