

TRIUMPH NEWS

The Newsletter of the Central Pennsylvania Triumph Club

Volume 32 Number 5

May 2020



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www.cptc.org

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The Central Pennsylvania Triumph Club is dedicated to the preservation, restoration, and enjoyment of all automobiles built by the Triumph Motor Company and its successors from 1923 through 1981. Annual membership is \$20.00 (\$15.00 if you opt for the electronic version). **Triumph News** is the official newsletter of **CPTC**: its objective is to encourage research related to Triumph automobile history and to disseminate technical and current/historic information to its members. **Triumph News** is published monthly.

CPTC will consider running commercial advertisement that is representative of maintaining interest in the preservation of the Triumph automobile as a service to its members. Interested businesses may contact Joe Laurito at 717-652-8636 or web@cptc.org to discuss placing an ad and available rates. All ads are subject to board review and approval.

Information found within this newsletter is believed to be of interest to the Triumph owner. Opinions expressed may or may not reflect the ideas of all officers and members. Technical material is provided for reference and should be used advisedly.

All material intended for **Triumph News** should be submitted to John Miele, Editor. Contact information: Phone ~ 717-566-7228 or email newsletter@cptc.org.

Ads for The Brokerage are free; they usually will run for several issues and must then be resubmitted. Ads should be received no later than the beginning of the third week of the month. Late arrivals will be printed when possible.

Visit www.cptc.org to view the club website, with an expanded calendar of events and photos.

***Cover: Mary Ann Berrian/Adams County Peach Orchard. Photo by Rich Roenigk**

Central Pennsylvania Triumph Club Officers

Rich Roenigk	President	717-487-1795	president@cptc.org
Rory Liebrum	Vice President	717-645-0581	vp@cptc.org
Mary Ann Berrian	Secretary	717-798-1922	secretary@cptc.org
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John Miele	Newsletter Editor	717-566-7228	newsletter@cptc.org
Joe Laurito	Webmaster	717-652-8636	web@cptc.org

User Name: CPTCMember

Password: Ellis99

A Few Words From Our President ~ Rich Roenigk

"Someday, everything will make perfect sense. So, for now, laugh at the confusion, smile through the frustration and keep reminding yourself that everything happens for a reason."

I found the above quote somewhere and I find it helpful to deal with our current plight. At this point, our board meetings have been cancelled as well as many scheduled car events. Parts suppliers have suspended operations, forcing one to go through their parts pile!

Gas prices are lowest in a long time, just when there is no place to go. Guess we can go fishing ... how do you put a reel on a golf club?

PENNDOT closed....can drive a vehicle with expired inspection....wonder if they will stop me with an old truck that expired 10 years ago. Ran when parked ... 3 seconds on starter fluid.

The one event I'm holding out hope for is the Kastner Cup in Lexington, OH. Last thing I heard on it was no Saturday night dinner meeting.

I guess it's up to Mr. Kastner to be willing to make the event. If this event gets the green flag ... I expect a huge, pent up turnout.

Our Editor is doing a swell job of filling our newsletter with great stories. If you have one, please share it with him. We can all use the inspiration!

Stay safe and above all ...

Keep Calm and Motor On!

Rich







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2020 Calendar of Events

The caption **CPTC Event** means the event is sponsored by our Club.
 The caption **CPTC Event*** means the Club has a presence within the main event,
 such as our tent at the Carlisle Import Nationals.
 Visit www.cptc.org for updated event information.

- May 16th** **2020 Shakedown Car Show - Sponsored by Triumph Rescue, 617 Walnut St. Bally, PA. More information on P. 7 of this issue.**

- June 14th** **27th Annual British Motorcar Gathering - Hellertown Reservoir Park, Hellertown, PA. All British cars & motorcycles welcome. \$15 pre-registration/car; \$20 on day of show. Info and registration at www.keystonemg.com or email Jeff Rohrbach, Show Chairman, at show@keystonemg.com**

- Aug. 14 - 16** **Carlisle Import Show - Carlisle Fairgrounds. Register NOW and tell them you are a member of CPTC to help us qualify for a tent for our group. Visit <https://www.carlisleevents.com/events> or phone: 717-243-7855 for information/registration. *CPTC Event****

- Sept. 26th** **30th Annual Meeting of the Marques Motorshow - Carlisle, PA. Held in conjunction with the Harvest of the Arts Festival. More info at: www.meetingofthemarques.com**

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Join a Club & Learn Something

~ by Dennis Ward

We talk so much about the benefits of joining a club that the conversation can begin to sound hollow - we have heard the words before. The thing is, the words are true. We should listen when the conversation comes up. I bring this up because of a little thing that saved me a lot of hassle.

I have owned my TR4 since 1990 and the charging system was never great. About 8 years ago I replaced the generator. It didn't seem to make a lot of difference; but it did boost my confidence a little. The issue is that the amp gauge never lifted much over the mid-line. Rev it hard, and it might move one click to the left. Turn the lights on, and it would move a click or two to the right. That is the wrong direction! Speaking with club members, including Joe Laurito and John Krause, led me to replace the voltage regulator.

Everyone who knows me is aware that I am no mechanic and I don't like to mess with electrical stuff. I don't even have a multi-meter (I might remedy that soon). In any event, when I took my Triumph for service, I had a new voltage regulator installed. Driving home from the shop in Hanover, I was pleased with the display on my dash; the gauge was showing a decent, healthy charge.

I happily drove the TR for a couple weeks; but on a longish drive I spied something disconcerting. The needle was all the way to the left when the engine was revving high.

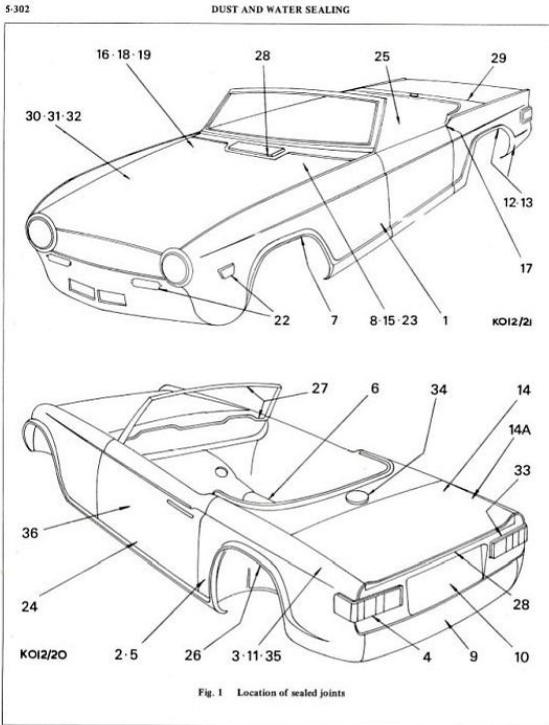
I remember stories about overcharging and boiling batteries. I made it home intact, and made a few calls. Is this a concern? The multiple answers? 'Maybe so, maybe no.' I called the mechanic who serviced my car and he said I could bring it in and they could put in a different regulator. I figured that was the way to go. But before I took it in, I found that the problem was intermittent: sometimes it charged fine, sometimes mediocre, sometimes ... Yikes!

At a club meeting, I mentioned the problem, and our club Vice President, Rory Liebrum, suggested I bring the car over to his place (which it turns out is very close to my home) and he would take a look at it. This sounded a lot better than driving all the way to Hanover. Later that week I cruised to Rory's place and he got out his multi-meter. The battery was charging between 12.5 (good) and 14.5 (bad) volts. I had looked online and found that there is usually an adjustment screw on the back of the voltage regulator. My new regulator has two little screws; so with the meter attached, Rory twisted and tweaked, and got the high and low charges to a reasonable level. (I know I am not using the correct terms for this process - remember, I don't know what I am doing!). In any event, for the rest of the driving season the ammeter showed a reasonable charge, with no spikes.

This is the kind of thing that makes club membership so valuable. A ten minute drive and a half hour of tweaking saved me two long trips filled with trepidation and a day or more without my TR.

Dust & Water Sealing Points - TR6

The Club Corner



Club member Ron Weber has offered to share a link to a YouTube video which depicts a digital 3D version of a working, petrol-injected TR6 engine. The video may be viewed at the following link:

<https://youtu.be/7uwOvFFmPew>

If other members have some favorite websites with interesting, useful or entertaining information regarding to Triumphs or other LBCs, please forward them to: newsletter@cptc.org

Thank you!



*Excerpt from a Facebook posting
Submitted by Jay Snavelly*



Mossmotors.com

800-667-7872



*Pleased to support the
Central Pennsylvania Triumph Club*

One of Our Own

CPTC mourns the recent passing of Anna E. Hain, 73, of Elizabethville, PA. She passed peacefully at her home, with her husband and daughter at her side. She is survived by her husband Ronald, her daughter Jessica and their extended family. Ron is a long-time member of the Central PA Triumph Club - our thoughts and prayers are with him and his family through this difficult time.

~ Rest in Peace ~



**America's British Reliability Run
October 16 - 18, 2020**

We will be running a "cloverleaf style" run, where we plan on staying at the same hotel (in the Gettysburg, PA area) and run three loops back to our host hotel. Our runs are planned down south on the great back roads of Maryland and West Virginia. We will be visiting the Summit Point Motorsports Park and are working on a couple of surprises, too! We are running for the kids at Shriners Hospitals for Children again this year to support their great efforts. We plan to open registration on 6/6/20 at the Cars & Motorcycles of England Car Show.

Keep an eye on our PA website: <http://www.britishreliability.org/home-pa> for more details.

**Shakedown Car Show
Bechtelsville, PA
May 16, 2020**



PLEASE RSVP TO: triumphs@triumphrescue.com or 610.845.8217
Red Door at reddooroffroad@gmail.com or 610.295.5169

Name (s) _____
Make _____ Model _____ Year _____

******NEWS YOU CAN USE******

CPTC now has a Facebook group which will allow us to get club news to you quickly. You will also be able to post your Triumph adventures to the group when something good comes your way.

Go to <https://www.facebook.com/groups/773444003051724>

and join the group or search for Central Pennsylvania Triumph Club on Facebook.

1967 Triumph TR250-K



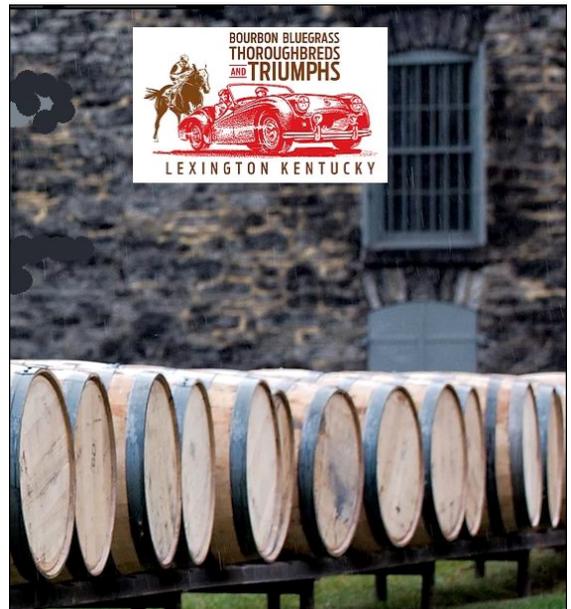
This prototype was driven in the 1968 12 Hours of Sebring International Endurance Race by Jim Dittmore and Bob Tullius. The car was created and designed by 'Kas' Kastner and Peter Brock and was built basically from TR250 production parts.

**Submitted by Bob Iwan*

Photo site/photographer unknown

**Triumph Register of America
Has been POSTPONED!**

**TRA 2020 - Lexington, KY
Rescheduled to
June, 2021**



Attention, CPTC Members!

If you are in the process of doing a full restoration and are doing much of the work yourself, please let us know!

Mention your project to a Board member or send an email to:

newsletter@cptc.org

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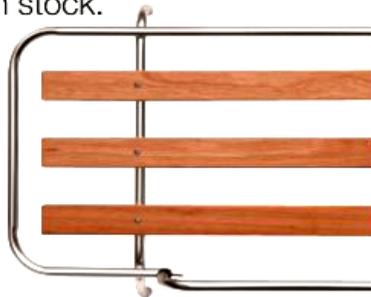
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LBC Basic Training

~ by Stan Carpenter



Denny Ward shared a story with me about his humble beginnings with a 1962 Austin-Healey Sprite that mirrored my own introduction into LBC's. For me that only came after my dad wouldn't let me buy the white E-body 'Cuda convertible sitting in Mechanicsburg's Porsche-Audi Capitol lot. I spied it one Saturday night on my way into the Rainbow Roller Rink (never made it inside to skate!). Did I mention that it had a 440 4-barrel under the 'shaker', *conservatively* rated at 375 HP? And then there was the not-so-subtle "440" black graphics on its flanks that might as well have spelled out "TROUBLE"! Yeah, it wouldn't have been the smartest transportation while I was working my way through college; but that wasn't the true reason. You see, Dad sternly reflected that my genes had a rather robust lineage in that he had rolled a powerful convertible in his younger days and he wasn't going to let me tempt fate or eternity with this particular SAW (Street Assault Weapon) while living under his roof. It certainly didn't seem fair as he had a GS Stage 1 and mom drove a Wildcat, both over 400 cu. in. There was also a time when the 'family hauler' was a Ford LTD Country Squire wagon with a 390 under the hood. So you see, that saying of "there's no replacement for displacement" wasn't my fault - I was born into it!!

Back on subject, about a month later a fellow HACC-mate spotted a 1966 A-H Sprite on a lot in Carlisle. The tartan red exterior was pretty faded and tin-worm was already evident in the rockers of this Mk III; but it was only \$400 and it had roll-up windows (not Denny's side curtains)! The 1098cc *powerplant* (*that's a rather loose term*) was rated an eye-watering 59 HP. In spite of it being a ragtop, dad would allow it as long as I installed a roll bar - which I quickly agreed to and sourced it through the J.C. Whitney catalog. That catalog, Mike Farling's M&C Foreign Car Parts and Sprinkle's Sports Car Center in Mechanicsburg would be my resources for future improvements over the next five years.

The Sprite immediately went into the barn for deconstruction, welding on new rockers and scuffing the paint for a re-spray to the same tartan red. About a month later and back at the dealer to get the wonky speedo cable replaced, the owner didn't recognize the car in front of him as the same one he sold me. Finally convinced it was, he wanted to buy it back for double the money ... a nice compliment for a 19-year-old; but I left with my car and a working speedo instead.

Once roadworthy it was my only transportation for a few years, so I bought a Parrish hardtop (JC Whitney) and Sears snow tires to get me through the winters. The Sprite actually did really well in snow until it got deep enough to lift the tires off the ground. Next came new, re-valved Armstrong lever shocks and adjustable sway bars.

Continued on P. 12

Tidbits from the Quarantine

Half of us are going to come out of this quarantine as amazing cooks. The other half with a drinking problem.

I need to practice social-distancing from the refrigerator.

Now would probably be a good time to pave the roads.

Many parents are about to discover the teacher was not the problem!

COVID -19 has grocery shelves looking like Cincinnati Bengals trophy cases.

Looking to Buy an LBC ... Or Planning to Sell Yours?

Check out the Classified Section on **The Roadster Factory's website:**

[www.the-roadster-factory.com/
Classifiedsform.php](http://www.the-roadster-factory.com/Classifiedsform.php)

This free-to-list site contains numerous MGs and Triumphs offered for sale as well as listings for Triumph parts wanted to buy and for sale.

Worth a visit even if you're just browsing!

Stirling Moss - Deceased at Age 90

(Associated Press - Monday, April 13, 2020)

Stirling Moss, a daring, speed-loving Englishman regarded as the greatest Formula One driver *never* to win the world championship, died peacefully at his London home following a long illness.

A British national treasure affectionately known as "Mr. Motor Racing," Moss had a taste for adventure that saw him push cars to their limits across many racing categories and competitions. His career ended early, at age 31, after a horrific crash left him in a coma for a month in April 1962. By the time he retired, Moss had won 16 of the 66 F1 races he entered and established a reputation as a technically excellent and versatile driver.

"I hope I'll continue to be described as the greatest driver who never won the world championship; but it doesn't really matter," Moss once said. "The most important thing for me was gaining the respect of the other drivers and I think I achieved that."

Tire Trax (Cont.)

Its 3-season functionality and appearance completed with a set of Minilites and Pirelli radials to replace the steel wheels and bias-ply tires.

I was most pleased by my response to its 'sports slug' performance. The goal was to play with, and prey upon, the more powerful MGB's and TR's running around Cumberland County; but I would need more beans under the bonnet to do so. I sourced a derelict 1098 engine from Carlisle Auto Salvage for \$50 with the idea of rebuilding it over the winter, which I did thanks to JCW parts, including short skirt Venolia pistons and a Hooker header. M&C helped with a warmer cam, lightened flywheel and peened rods. I learned a lot about heat treating, balancing and blueprinting.

My dad never said a word about my weaponizing the little A-H. He would just come up to my barn floor workshop and watch, like he did when I was thirteen and rebuilding my first tractor motor. Shortly after break-in, I took him for a spin on I-81 and did a 5 mph kickdown to 100. He still didn't say anything; but his grin told me that the family genes were successfully passed on!



Complete information & registration for the VTR 2020 National Convention in Galena, IL is available at:
www.vtr2020.org

2020 Kastner Cup

June 25th-28th
 Mid-Ohio Sports Car Course
 Lexington, Ohio

Held in conjunction with the
 Vintage Grand Prix of Mid-Ohio
 Complete information/registration is
 available at:

<https://svra.com/events/2020-vintage-grand-prix-of-mid-ohio/>



The Brokerage

Where Buyers Meet Sellers

Disclaimer:

Items for sale are provided as a courtesy to members of the Central Pennsylvania Triumph Club (CPTC) and the readers of *Triumph News*. This section is provided solely to facilitate contact between Triumph enthusiasts and the use of this information shall create no liability or responsibility upon CPTC, or its Officers or Directors.

1975 Triumph Spitfire 1500 – White with black interior. I have owned this car since 1995. It has 21,000 original miles; factory hardtop (white) and tonneau cover included; stainless exhaust; original AM/FM (working) radio. Always garaged; not perfect, but a very good example of a nice original car. Great weekend driver or show quality with additional investment. Photos on request; car is located in Altoona, PA - \$9,500 Call Bob (Non-member) at 814-932-6634 or email: yahnerr1@gmail.com [Listed 5/20]

1952 MG-TD white with buckskin interior. Older restoration, wiring, engine overhaul, dash instruments, new black top, tires and battery. Car was originally from Texas, there is no rust. Runs great, could use a paint job. Always garage kept and has been here in Hershey for the last 20 years. Service records are available. \$12,000. Call Judy (non-member) at 717-533-8694 or email andersj1921@gmail.com. [Listed 3/20]

1974 MG Midget – BRG w/green interior; rare fiberglass hardtop; cruises well at interstate speeds; car is in Mechanicsburg, PA. Must sell due to relocation; \$4200 OBO. Please contact Bill Seely (Member) at 717-856-9165. [Listed 2/20]

1971 Triumph TR6 - red /black interior, ground up restoration, virtually every part new or refurbished, headers and duals, inspected. Serious offers considered. Email for pix - Robert Logan (Non-member) boblogan61@gmail.com or call anytime: 610-401-0834. Car is located in Mohnton, PA. [Listed 2/20]

1973 Triumph TR6 - \$16,800. Pimento, 98,970 miles, engine rebuilt at 94,000, runs beautifully. Recently replaced the universal joints, differential and right rear axle. Overall excellent condition. I am the third owner for the last 14 years. Wire wheels with Michelin Red Line tires, also includes tonneau and boot cover. Original wheels available in fair condition. Call Neil Benjamin (Non-Member) at 215-256-1952 to leave message or email powerboat447@yahoo.com. Car is located in southeastern PA. [Listed 11/19]

(Continued on P. 14)

The Brokerage (Continued)

1964 Triumph Spitfire - MK I project; needs complete rebuild. Everything is there, extra body tub comes with it. Engine and transmission still in car; but not currently running. Clear title, car is located in Altoona PA. Asking \$900 OBO. Call Eric Barr (Non-member) at 814-381-5136 or email ebarr1967@gmail.com [Listed 8/19]

1973 Triumph Spitfire 1500 - Dark blue exterior (and primer) with tan seats, factory hard top with new head liner, new black soft top with frame, aftermarket header, new brake master cylinder, oil cooler. Needs door panels recovered and a paint job, \$1800. Contact Linda Beiler (Member): Home: 717-270-6512 [Listed 3/19]

Car Parts:

TR3 Gas Tank - Fits post-TS60000 cars. Pressure tight - no leaks; should be cleaned and coated before use, \$75. Call or text Joe Laurito (Member) at 717-991-1428 or email trglory@hotmail.com (Listed 1/20)

Triumph wire wheels: matched set of 4 from the 1960's. They are in good condition with some surface rust; but can certainly be restored. Please make an offer – Pictures emailed upon request. Wheels are located in York, PA. Contact Steve Krieger (Non-member) at skrieg711@gmail.com [Listed 1/20]

Wanted for Triumph TR3: Fender Skirts or Spats in any condition. If you have a set that a pattern could be made from, that would also be helpful. Contact Dave (Member) at 717-887-4276 or email him at 1968gt6@gmail.com [Listed 4/19]



Attention CPTC Members

Membership Renewal - August 15th

The membership renewal date for
This Year Only is now
August 15th!
Thank you.



Euro Road Rally

June 19-21, 2020

Open to all vintage European models. Visit the great waterfalls of New York, Letcorth, Niagara & Watkins Glen. ~Registration is now open~

CPTC members Bob & Tina Krivenko and Adam & Tina Kisthardt signed on for this interesting adventure - Join them for a fun time and a great cause! Trip information and registration at: www.wanderungpa.org

Benefits the Gary Sinise Foundation, providing aid to families of veterans and first responders who are in need.

The Vintage Triumph Register

The Vintage Triumph Register (VTR) was founded to promote historic research, encourage sensible and accurate preservation of Triumph automobiles, maximize the enjoyment to be had from driving a Triumph and emphasize camaraderie and social interaction among Triumph owners. VTR welcomes all Triumph automobiles. Membership to VTR is \$35.00 USD, which includes six bi-monthly issues of *The Vintage Triumph* magazine.

Write to: VTR-E-New Membership, PO Box 655, Howell, MI, 48844 or visit www.vtr.org for more information and a membership application.



Your Help Is Needed!

To assist in our efforts to keep our membership information current, please email or call Rory Liebrum with changes in your contact information. Rory's email and phone are located on the second page of this newsletter...

Central Pennsylvania Triumph Club
P.O. Box 493
New Kingstown, PA 17072



FIRST CLASS



1974 TR6
Owner: Darrell Scholl