

Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 32 Number 8

August 2020



Triumphs just look better ... when parked next to an MG!

**Photo by Rich Roenigk*



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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.

Central Pennsylvania Triumph Club Officers

Rich Roenigk	President	717-487-1795	president@cptc.org
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User Name: CPTCMember

Password: Ellis99

A Few Words From Our President ~ Rich Roenigk

Sum ... Sum ... Summer time! All these 90 + days makes it hard to remember the cool, wet spring we had. I've managed, and hopefully like you, to sneak in some early morning or late evening jaunts in our top down, escape machines. Good time to test those temperature gauges! You know they can be off; don't stop to it boils over, I was told by a friend.

This virus thing can be equated to driving our cars. Housed in the garage, then allowed to go out in 1st gear, more revs and shift into second ... hey, I can go in to third ... how about fourth? Nope, not happening. Forget Overdrive.

I keep checking the calendar for the upcoming events and the cancellations are greater than the happenings. At this point, the Carlisle Import show is on and I challenge everyone to make an effort to attend. We have a tent to welcome all.

The Central PA British Car Club based in Altoona is holding their event on the last weekend of August, with modifications.

There are some nice back roads from here to there to make an enjoyable trip. If it fits your schedule, you won't be disappointed.

The BIGGEST disappointment of the season is Watkins Glen. The downtown event is cancelled and the Vintage race at the track is in limbo. Many of us still plan to make the trek and it's a great time of year to spend in Lake Country.

Stay Safe, 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.

- Aug. 1st** CPTC Board Meeting - 3:00 PM at 29 Blue Spruce Drive, Enola, PA.
Note the date/location change!
- 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***
- Aug. 28-30** 26th Annual British Car Festival - sponsored by the Central PA British Car Club. Host hotel - Fairfield Inn & Suites, 2915 Pleasant Valley Blvd., Altoona, PA 16602 - Group rate: \$91/night. Reserve at: <https://www.marriott.com/event-reservations/reservation>
 Use this link for event registration & information:
<http://www.pabritishcar.com/>
- Sept. 11-13** Watkins Glen Vintage GP Festival - **Cancelled due to COVID-19**
- Sept. 26th** 30th Annual Meeting of the Marques Motorshow - Carlisle, PA. Held in conjunction with the Harvest of the Arts Festival. **Cancelled !!!**
Will return in 2021 ...
- Oct. 17th** America's British Reliability Run - one day only! Event benefits Shriners Hospitals for Children. More information on P. 7

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Newman's TR6 Wins in Atlanta
Road Atlanta, GA
Oct. 31, 1976

**(From the TSOA archives of the
 Vintage Triumph Register)**



Triumph Newsletter

TSOA TRIUMPH SPORTS OWNERS ASSOCIATION



VOLUME 22, NUMBER 5 600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605 SEPTEMBER-OCTOBER, 1976

PAUL NEWMAN'S TR6 WINS AT ATLANTA

This issue reports on the strong competition year Triumph has enjoyed in 1976. The new TR7 concluded its first racing season with a Divisional Championship and at Atlanta came the closest possible second to the new National Champion, Paul Newman and his yellow TR6. In Illinois this summer, the owner clubs staged the biggest rally for years exclusively for Triumph cars.

BUTCH CASSIDY AND MRS. MUELLER'S KID

ROAD ATLANTA, Georgia, Oct. 31st—The press box is packed. The feature race of the Champion Spark Plug Road Racing Classic, the B Production contest, is about to begin. The cars are on the track. The green flag drops. "We have a race!" booms the P.A. system.

But none of the reporters are watching. Their backs are to the race track.

A newsmen's boycott? No way. Actor Paul Newman is in the press box having just turned in the best race track performance of his SCCA career—a Hollywood-like, save-it-until-the-last-lap win in D Production. Newman's car? A Triumph TR-6, the same car John McComb drove when he won the DP title here a year ago. Only 0.84 seconds back is the Huffaker Engineering TR7 with Lee Mueller at the controls. Bob Tullius is in fifth spot. Ken Slagle's TR7 is eighth.

Later that night at the awards dinner, Newman is presented with the SCCA's equal of an Oscar, the President's Cup, because of his performance.

In the winner's circle immediately after the end of the DP race, Californian Mueller tells the mob of photographers, "I always thought Paul was a hell of an actor. Right now I think he is a hell of a lot better race driver."

Newman had made it obvious that he had come to Road Atlanta intending to win when he qualified on the pole in the Oct. 28 time trials. His best lap was clocked at 1:37 (93 mph). Mueller's 1:38.2 (92 mph) earned him the outside of the front row. Jim Reeve's Yenko Slinger and Jim Fitzgerald's Datsun were in the second row.

The veteran Fitzgerald outdugged the field going into turn one on the first lap and was followed up the hill by Mueller, Reeve and Newman in that order. By the end of the first lap, Reeve had moved up to second and took over the lead on the third lap. On the eighth lap, Reeve's Slinger had a flat and Fitzgerald inherited the lead with



ROAD ATLANTA
 CHAMPION CHAMPION

Paul Newman—new star of road and track!

In the victor's circle as National Champion of SCCA road racing (D Production), Hollywood's Paul Newman is congratulated by his wife Joanne Woodward, TR7 driver and runner-up Lee Mueller (right) concentrates on Miss Road Atlanta.



Paul Newman shown here leading with his TR6 (John McComb's 1975 championship car) from battling Lee Mueller, who literally drove him nose to tail—passed him once—only to be repossessed. The TR6 was faster on the long straight at Atlanta but Paul's fine polished driving proved no act.

Newman now second and Mueller's TR7 third. Fitzgerald slowed on the 12th lap and Newman and Mueller took over first and second spots. On the next lap, Fitzgerald's Datsun was out with a broken rocker arm, leaving the race to Newman and Mueller.

And what a race it was! The Associated Press reporter called it the best of the day. Many thought it the best of the 21 run-off races held over the three days.

On the 14th lap, Newman gained a 0.8 second advantage but on lap 16, the hard charging Mueller had made up enough of the deficit so that the two were almost in metal

Newman also 3rd in D-Production

The day before in the DP race, Newman had put in a super performance in the B Sedan race finishing third in a rain storm so heavy visibility and adhesion were next to nil.

The fast Road Atlanta course, some 50 miles from the city, measures 2.52 miles. Newman was lapping at over 90mph, reaching about 140mph on the straight.




Paul Newman—new star of road and track!

to metal contact rounding the slow, 90-degree Turn Seven leading on to the long Road Atlanta back straight. Completing the 16th lap, Newman was a scant 0.28 seconds ahead. Mueller moved to the inside on turn one and gained the lead on the start of lap 17. It was Newman up front again at the end of the 17th lap. He held off Mueller's last lap sprint and flashed across the start/finish line a champion. It's a tribute to both the TR-6's and the TR7's motors that they withstood the thrashing they took in those few last laps.

Paul Newman wins the D Production title in his Triumph TR6 on the final lap of the race, finishing less than a second ahead of Lee Mueller in his Huffaker Engineering TR7. Bob Tullius came in fifth and Ken Slagle's TR7 finished in eighth place. 1976 was a very good year for Triumph sports cars!

Newman was known for winning his many championships driving Datsuns for Bob Sharp Racing; but not many knew that he previously raced Triumphs. An interesting note here is that while Harrisburg native and CPTC club member, Ken Slagle, finished 8th in his TR7, he would go on to win the C Production championship in 1981 driving his yellow TR8 roadster that he transported in a wedge-shaped trailer.

**Submitted by Joe Laurito*

Why a TR3B Register?

TR3B, Commission number TCF 1255 L is my pride & joy. The car was imported from California into the Netherlands in 1990.

TCF 1255 L has been completely rebuilt and on the road since 1995. I think it was the first TR3B in the Netherlands. After a while, more TR3Bs appeared at meetings and I started to wonder how many would still be around of this rarest of side-screen cars. By February of 2020 I had gathered information on about 560 TR3Bs that still exist, be it on the road or in some form of rebuild, out of the 3302 that were produced.

In my register of TR3Bs, 530 cars are registered with commission numbers. On 30 cars some information is available without commission number. Information needed for the database for the TR3B Register is next to the commission number, the body number and engine number. Please include the location of the car, original color scheme, current color scheme and the date of production. The vast majority in the database resides in the USA, 330 of about 560 registered.

If you own a TR3B and wish to register it in the database, please send an email to tr3bregister@gmail.com with the required information on the car. A certificate of registration will be sent to you.

Gert van de Klashorst,
TR3B Registrar
TR Club Holland

The Club Corner

Links to share:

This YouTube video features Triumph TR4s (TRS) at the 1961 LeMans 24 Hrs. Interesting historical film!

Please use the link below:

<https://m.youtube.com/watch?v=VGfQOLFHgYE>

**Submitted by Gertjan van de Klashorst*

Bring A Trailer - User friendly, classic vehicle auction site featuring a goodly number of LBCs and motorcycles.

Please use the link below:

<https://bringatrailer.com/auctions/>

**Submitted by Jay Snavelly*

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

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*Pleased to support the
Central Pennsylvania Triumph Club*



America's British Reliability Run One Day Only - October 17, 2020

Please note changes below:

Due to COVID-19 we will be holding a shortened event this year as at this time we do not have confidence in staying at hotels or eating inside restaurants. We are planning a one day "River Run" exploring the Delaware River towns, outside breakfast and lunch, a run up a vintage SCCA hill-climb road ending with a private tour of America On Wheels in Allentown, PA. We will reduce the entry fee and everything else; but are running for the kids at Shriners Hospitals for Children, this year to support their efforts to help treat kids with scoliosis.

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

New Member Welcome!

The most recent addition to the CPTC ranks is:

Allen Roser
York, PA

We're pleased to have you with us!

****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.

A Car Was Born

~ By Joe & Fran Macdonald

Where do I start? I guess it was in the summer of 2014 that I came across a picture in a magazine that really caught my eye. It was called a Pembleton Brooklands - designed and marketed by a man named Phil Gregory from Worchester-shire, England. Phil started out with a Three Wheeler version inspired by the Morgan Three Wheeler and then later added the four-wheeled Brooklands. Phil supplied the Space Frame Chassis, the plans and options such as stainless exhaust, Brooklands cans (mufflers), wire wheels, etc. The builder must provide a donor car (a Citroen 2CV) for the suspension, brakes, steering and trans-axle with inboard disc brakes, 3-4 sheets of aluminum and about 1500 rivets!

Various models of the 2CV were made from 1948 thru 1990, with only 2000-2500 imported to the USA. My challenge, if I were to be able to build a Pembleton, was to locate a Citroen 2CV that was more for parts than a fully restored car. I would occasionally check Ebay to see what I could find; but I was only seeing restored cars! In July of 2016 I finally found a suitable 2CV on Ebay. I thought it was time to let my wife, Fran, in on what was going on in my head! We were traveling when the bidding was due to end; but I was able to get to a computer for the last few seconds of bidding and, "son of a gun," I won the bid and was officially committed to building a car! In the next few days, Fran and I left for Georgia; picked up a rental trailer; loaded the Citroen and headed back to PA.



The next move was to order parts from Phil Gregory. As it turns out, Phil has no computer, no web site ... only a phone number! Once I got ahold of Phil, I was glad to be talking to him rather ordering online, a very nice gentleman and very helpful. The order was placed January, 2017. Soon Fran and I were driving down to the Philadelphia Airport with trailer in tow to pick up the parts crate. Back at home, it was time to unload/inventory the order ... all was good!

By this point, I had stripped the Citroen of the parts I needed and started the long process of cleaning, repairing, rebuilding and painting everything. It was a joy to bolt parts on the frame that were "off the shelf" and "like new"!

Engine choices included the 2CV engine, an air cooled/opposed two cylinder, or a Moto Guzzi or BMW R100 motorcycle engine. I chose to use the BMW and it wasn't long before I found a low mileage engine from a wrecked motorcycle.

(Continued on P. 10)

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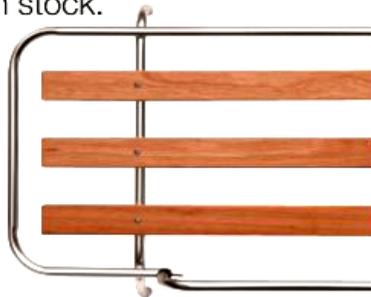
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A Car Was Born (Cont.)

There were full size patterns provided for the aluminum body panels and I found out pretty quickly that I should have cut them oversized. Plenty of practice pieces of aluminum littered the floor; but it was exciting to start putting rivets in the first panel, which was the Pembleton's floor.

I thought cleaning the parts was a mess; but that wasn't the worst dirty job. I had decided, instead of painting or going for a patina look, that I would polish the aluminum - what a mess!! I think I'll have to totally empty the garage and pressure wash it. I wore a full paint suit, breathing mask and a face shield ... and still got dirty!

Before I started this project, I had come across some upholstery leather that I couldn't pass up; yet didn't know what to do with it. I found a leather-capable sewing machine and began learning sewing machine operation/maintenance and sewing/pattern making! I'm not ready to open up an upholstery shop; but I did do the interior on the Pembleton and I'm pleased with how it turned out.

To get it road worthy, I needed to find an Authorized Inspection Station. Turns out there was one about a mile and a half from home. I made an appointment, rented a trailer and was told they would need it for two days. I was about to pick it up when I received a call and was told I needed to have the Pembleton weighed. Off we go to a weight station at a truck stop. They were very helpful and, after recalibrating their scales, we received a certificate showing 925 pounds.

Back home with the car, return the trailer and off to the notary!

Proper paperwork filled out, fees paid and now we wait. Two weeks later I get a call from the notary saying they have a letter stating that I need to comply with a few more things. My intent from the start is to license the car as a Street Rod, no fenders or bumpers. Also, I have two Brooklands Wind Screens on the car. Are you ready for this? I needed to put a windshield wiper and washer on the driver's side and a backup light on the car. I have to say that the D.O.T representative was very encouraging, stating that he has seen this before and he was sure I could figure it out. Well, he was right and within the next week I was able to get a functioning wiper blade/washer and backup light installed, looks a little strange to see a 3" wiper blade on those small windscreens.



(Continued on P. 12)

Tidbits from the Quarantine

Not to brag, but I haven't been late to anything in over 3 weeks.

It may take a village to raise a child; but I swear it's going to take a vineyard to home school one.

Tomorrow is the National Home School Tornado Drill. Lock your kids in the basement until you give the all clear ... You're welcome!

When this quarantine is over, let's not tell some people.

**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!

Can anyone explain this?



**Submitted by John Krause*

**New Protocol for Purchase of
Club Regalia**

Holly's Embroidery is the exclusive embroiderer for our club. You can now select men's or women's styles in a wide range of clothing from the full inventory of Holly's catalog.

Call or email Holly with your request, telling her that you are a member of the Central Pennsylvania Triumph Club. She will calculate the cost of the item, embroidery and shipping and get back to you with a price. Pay with a check or credit card and the item will be shipped to your door. View her catalog at www.sanmar.com. Email HollysEmbroidery@comcast.net or call her at (717) 599-5975.

A Car Was Born (Cont.)

Pictures showing compliance were sent back to D.O.T. and not long afterwards I received my Registration, V.I.N. Plate and the License Plate, requiring one more trip to the Inspection Station for the Inspection Sticker ... hope it doesn't cover up too much of the windshield!

One of the nice things about this type of build is that you can change the build to suit your tastes. I found myself being pulled to the looks of the early Bugatti's. I built a Boat Tail and added a side mount spare tire and I'm ready to start driving and debugging the car!



Made in the USA from parts sourced from USA, England, Germany & France.



Cancelled!

**Due to COVID-19
Restrictions in Illinois**

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



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.

1980 Triumph TR7 - Brown exterior with original golden cloth seats, very comfortable. Top is in great shape. Five speed with new poly shifter bushings. Front calipers, all brake hoses, pads and shoes replaced. Spin on oil filter adapter installed. Two new tires and recent alignment. Owned this car for twelve trouble free years; but now the carbs need to be rebuilt. Asking \$2,200.00. Car is located in Lansford, PA. Phone or text Steve Redash (Non-member) at 570-640-7341 or email posearth@windstream.net for photos or more info. [Listed 8/20]

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]

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)

Car Parts:

TR3 Roll Bar - Constructed of heavy wall, steel tubing and was used in a TR3A for hill climb events by the previous owner. It is a four-point mount to rear fender wells, utilizing four bolts and a heavy backing plate at each mounting point. Pictures provided upon request. \$200, pick-up only. Contact Ron Weber (Member) - Email: rmweber_99@yahoo.com [Listed 6/20]

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.

Happy Birthday!

The Triumph Stag turns 50 this year!



Photo credit: Pinterest

Coulda ... Woulda ... Shoulda

Questionable corporate decisions and serious engine design flaws kept this beautifully styled car from becoming the luxury flagship of the Triumph automotive fleet

**Submitted by Jay Snavely
Information from a July 20, 2020 article
by Wayne Simpson in **Hemmings Motor News***

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



**1966 Triumph TR4A
Owners: Tom & Sue Billett**