

Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 33 Number 2

February 2021



Winter in Pennsylvania - Photo credit: Parker Dam State Park

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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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Joe Laurito	Webmaster	717-652-8636	web@cptc.org

User Name: CPTCMember

Password: nocovid21

A Few Words From Our President ~ Rich Roenigk

How many of you participate in ZOOM meetings or have been invited to a ZOOM meeting because of COVID-19? I have decided the only ZOOMING I'm doing is behind the wheel of a TR. Is this new form of communication really necessary?

Can we all hope for an early spring with so many events we have to flip a coin to decide what to do? Check out your car's heater now to push the envelope!

After subscribing to a UK publication, I've since learned about their ban on the sale of new petrol and diesel cars by 2030. And five years later, the ban will apply to Hybrids. The UK owners of 1.5 million historic vehicles want to ensure their viability. A study was done to drive home the point. Historic vehicle activity adds \$9.8 Billion to the economy, with 4000 businesses employing 34,000. Over 700,000 people enjoy the hobby, up from 500,000 in 2016. Should we have some concerns about this potential threat on our shores?

If a Club member wants to take up the task of researching our hobby, please let our Editor know.

Stay Safe, Keep Calm and Motor On!

Rich







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2021 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.

- Feb. 10th** **Drive Your Triumph Day ... Details on P. 15**
- Feb. 20th** **Boyertown Museum of Historic Vehicles - Nearly all of the cars, trucks, wagons and carriages on display were built in PA. Learn some of the history of transportation in our state. CPTC Event**
- March 13th** **Visit the Simeone Foundation Automotive Museum, 6825 Norwitch Drive, Philadelphia, PA. A collection of 75 + racing sports cars assembled over a span of 50 years. Meet at 29 Blue Spruce Drive, Enola, PA at 8:15 AM to carpool to museum. CPTC Event**
- May 14-16** **Carlisle Import & Performance Nationals, Fairgrounds, Carlisle, PA**
- June 14-18** **TRA 2021 - Lexington, KY. Bluegrass, Thoroughbreds, Bourbon and Triumphs. Updates to follow.**
- June 27th** **Brits by the Bay - DeJon Vineyards, 5300 Hydes Road, Hydes, MD 21082. Info & registration at www.tracitd.org**
- July 23-25** **2021 Kastner Cup, Portland International Raceway, Portland, OR. More info to follow.**

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Historic Treasures In Our Backyard ~ by Stan Carpenter

Safety during the pandemic made me re-think attending the Williams Grove National Open for the first time in 20+ years, and instead the long weekend found me with family in King of Prussia. Not known to be a massive motorhead, I was delighted to hear my bro-in-law suggest a trip to the Simeone Foundation Automotive Museum located down on the south side of Philly by the airport. And in case you haven't been there yet (**That's a plug for March 13, 2021**), just what are you holding onto your 12 bucks for? (\$10 for seniors) In 2019, it earned the #1 ranking of all car collections in the world, and that's the only reason you should need to be drawn to the subject when it's so very close to home.

Shuttered just like everything else due to COVID-19, it had just reopened in the beginning of September. Our Saturday afternoon foursome to this ultimate destination would account for 57% of the attendance - I am not kidding! In our 3.5 hours inside, I only saw three other people who did not work there.

Some of the collection's stars to entertain this group are very British and I will get to them in a minute. Without counting cars, probably the largest numbered marque goes to Alfa Romeo.

Of all the cars on display, some are impeccably restored while others still wear the battle scars and grime from their last contest whether it was on the racetrack or the Bonneville Salt Flats.

A few of the restorations were performed by local talent D.L. George Coachworks, located just south of Gap, outside of Cochranville, PA. I had the opportunity to be introduced to owner David George and his shop back in the founding days of the Hershey Vintage Hillclimb, and have created excuses ever since to find my way back inside the shop doors to view incredible work for secretive clients. And more than just restorations, you might find him getting his hands dirty at VSCCA events, running tech at the PVGP or co-driving the Mille Miglia in a customer's car he prepped for the event.

Now on to this herd in chronological order:

1933 Squire Roadster (X101)

The engineering background of a 19-year-old Adrian Squire took him from MG roots to his own concern with an inherited \$150,000 (quite the sum in 1932) to realize a dream. Of seven Squires ultimately built, three would be two-seaters cloaked in this very stylish Vanden Plas body. 'X101' is the original prototype. 1500cc of a supercharged Anzani 4-cylinder routed 130 horsepower to a 4-speed pre-selector gearbox.

Unfortunately, the very high design and build standards of this car also led to Squire's demise.

(Continued on P. 7)



“Must have” Tool - Metric on one end and SAE on the other!

**Submitted by Rich Roenigk*

******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.

The Club Corner

Links to Share:

Lucas Wiper Motor Factory Course - interesting course material for anyone needing to repair/rebuild Lucas wipers.

<https://www.mg-cars.org.uk/ingytr/pdf/lucascourse8.pdf>

Additional info on wipers, motors, etc. here:

http://mgaguru.com/mgtech/books/pdf/L400e_sr.pdf

Detailed info on the Lucas DR2 Wiper motor:

<https://www.walfabb.com/bb/forums/attachments/giulietta-giulia-1954-65/1523092d1535588256-infernal-trio-wipers-750-101-wipers-washer-systems-r1-2017-05-13.pdf>

A good pictorial overview of rebuilding a DR2 on an MGA site ...

[Wiper motor rebuild #2 \(mgaguru.com\)](#)

**Submitted by Ron Weber*

Mossmotors.com

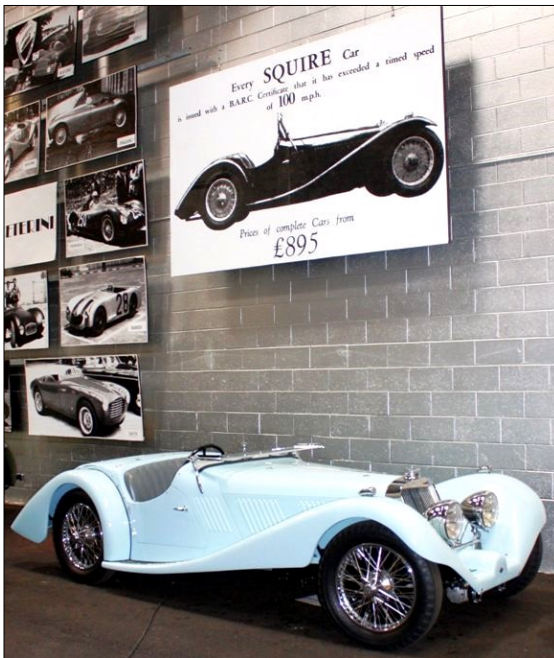
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*Pleased to support the
Central Pennsylvania Triumph Club*

Tire Trax (Cont. from P. 5)

Adrian shelved his company in 1936 and went to work for WO Bentley, dying during a German air raid on the Bristol Aeroplane Co. during WWII. The car's display includes a really cool video of Jay Leno visiting with Dr. Simeone, and then driving this car in the back lot. It is well worth your time to watch!



1938 SS100

This car was originally sent to Belgium and was with its second owner in Minneapolis when acquired by Dr. Simeone. That second owner drove it home from the Port of Baltimore to serve as his daily driver and weekend vintage racer for a number of years.

The early 80's restoration by D.L. George was their first one in partnership with Dr. Simeone, a relationship that has grown over nearly 4 decades to include some of the collection's finest. This SS100 truly must be seen to appreciate the front's detailed brightwork, certainly one of the prettiest faces ever from the pre-War era.



1950 Allard J2

Welcome to one of Britain's first 'production hybrids'. London Ford dealer Sydney Allard was at the forefront of early hot-rodding and engine swaps, long before Carroll Shelby would marry a British chassis/body with American power. Allards were shipped to America without engines and most would receive either Cadillac or Chrysler Hemi V8's once here. Sydney would drive an early J2 to third place at LeMans in 1950. A total of about 90 J2s and 83 J2Xs were built. This particular car was raced at Watkins Glen in 1951 and '52 and still has its original 331c.i. Cadillac motor.

(Continued on P. 10)

British Engineering of a Bygone Era

Adapted from a June 28, 2019 Motor Trend article by Scott Evans

M. Allen Swift faced a difficult decision in 1928. Shortly before his 26th birthday, his father offered him a deal: Stay in the family's gold leaf business while your two younger brothers go off to MIT, and you can have any car you want. Swift pointed his Marmon north and made the short drive from West Hartford, CT to the Rolls-Royce of America plant just across the border in Springfield, MA.

Swift chose a new Rolls-Royce Phantom I painted in two-tone green. He had gold leaf pinstripes added to separate the greens, plus a gold leaf monogram on the doors. Swift chose the Piccadilly roadster body style built by Brewster & Co. Coachworks with a convertible roof and a deployable rumble seat with a third door on the passenger's side.

Swift drove the Rolls regularly until 1991, when he was 88 years old. Swift estimated he'd put 172,000 miles on the car and never had a breakdown.

In 1994, Swift entered the Rolls-Royce history books for having owned his car longer than any other in history. Rolls-Royce Motor Cars presented a crystal statue of the Spirit of Ecstasy to him in recognition.



Just two months prior to his death in October 2005 at the age of 102, Swift donated \$1 million to the Springfield Museums. Upon his death, the Phantom was bequeathed to the museum and is the centerpiece of the Wood Museum of Springfield History's transportation exhibit. It sits next to a 1925 Rolls-Royce Silver Ghost Piccadilly Roadster owned by S. Prestley Blake, co-founder of Friendly's Ice Cream.

Photo credit: Jade Nelson

**Submitted by Dave Schreffler*





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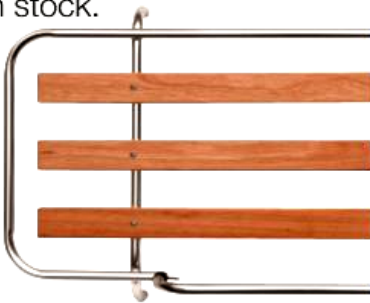
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Tire Trax (Cont. from P. 7)

If you attended the first Hershey Vintage Hillclimb you might remember the red J2X of PVGP co-founder Alan Patterson. My mother-in-law had the thrill of going “up The Hill” in the car during the lunch-break demo rides, a sensory experience she still talks about in great detail.



Once refreshed again in 2003, Alan would take that car around the world to vintage events from Monterey to Monaco.

1953 C-Type – XKC 010

We all know that the 'C' (for Competition) was Jaguar's evolution of the XK120 from street to track. Add in that its development cycle was a mere 8 months from concept to the LeMans 24 Hour is astounding. Led by Malcolm Sayer's sleek aerodynamics, an added 45 horses and its 1,000-pound diet meant the C-Type would be a beast in the winning hands of Peter Walker and Peter Whitehead. Stirling Moss would set 'fastest lap' in a sister car. By 1953, the recipe for success would include triple Weber carbs and disc brakes, bringing another LeMans win, and the first in the race's history to average over 100 miles an hour for the event.



XKC 010's claim to fame was 3rd overall in 1953's Sebring 12 hour with Bob Wilder and Sherwood Johnston sharing the wheel, finishing 11 laps behind the winning Cunningham C4R of John Fitch and Phil Walters. XKC 010 was last raced at the 1986 SVRA event at Watkins Glen, amazing me that it survived the on-track wars to retain its original chassis, body and engine.

To Be Continued ...

Tidbits from the Quarantine

Coronavirus has turned us all into dogs. We wander around the house looking for food and get really excited about going for walks and car rides.

Day 257: The garbage man placed an AA flyer on my recycling bin.

I'm now on two diets. I wasn't getting enough food on one.

Don't irritate old people. The older we get the less "life in prison" becomes a deterrent.

Ever get up in the morning, look in the mirror and think, "That can't be accurate."



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!

Protocol for Purchase of Club Regalia

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her at (717) 599-5975.

FAX: (717) 599-7711

MG TD: Also Made in ... Germany?

From an April 3, 2020 article by D. S. Wallens in Classicmotorsports.com

The MG T-series is as British as bulldogs, Big Ben and the Crown Jewels - except, of course, when it's made in Germany.

It was the winter of 1961 and in Lexington, Kentucky, a young Bob "Kermit" Wilson had laid eyes on a neighbor's MG TD - something the neighbor bought for his girlfriend.

"He purchased it as a gift; but she wanted no part of it," Kermit recalls. "He wanted out of the car business and the price was right; but I had to sell a Rollex camera and a painting of a race horse to come up with the rest of the cash." Soon he realized that something wasn't right with his new purchase. "The first clue was that the Sears tonneau did not fit," he recalls. "Nor did their top."

He found German fuses - a staggering 22 of them, 20 more than usual. His car had a Bosch battery. Whitworth hardware could be found throughout the chassis and running gear, but the body bolts were metric. The car wore a badge from Stuttgart. "All these raised more questions than could be answered, even by the experts at Moss Motors," he adds. "The New England T Register called it a fake and refused to recognize it."

After several years of use, the car was eventually laid up for a full restoration and, of course, none of the available

replacement panels fit as promised.

"The first big break came in 1985 while visiting the Porsche factory in Stuttgart", he explains. "I inquired about the dealer whose plate was on the right-front panel of the TD." A quick search revealed that the dealer was still in business selling Austins and Jaguars. "There were only 25, you know." The dealership's Herr Rensler remembered the project and shared some particulars with Kermit:

The chassis came to Stuttgart bare. After the first car was built for approval, the rest of the chassis arrived in two batches. After those 25 cars were built, the MG factory was said to no longer be interested in the project. Drawings for the bodies were never produced. The shape of the rear fenders, cowl humps, gas caps, bonnets, etc. differed slightly from originals. "They have no records of the project, nor much of a passion for the subject," Kermit says. "This was just an opportunity to produce for the large GI population who wanted cars and had money to spend."

Kermit completed that restoration some 30 years ago. He has now owned the car for more than 56 years. And that painting that he sold to finance its purchase? "I recently learned that the painting just sold for \$25, 000," he says. "That's okay. I could never have ridden that painting for 300,000 miles"

**Submitted by Rich Roenigk*



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 – White with black top. Car is in good condition other than the carburetors - car sat for over two years and now the engine does not run well. Car is located in Elizabethtown, PA. Asking \$1250 OBO. Email Ron Hain (Member) at hainr333@hotmail.com [Listed 11/20]

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]

Car Parts:

Want to Buy: Set of 4 steel wheels for Triumph TR4. Wheel width - 4.5" from bead to bead. Contact Bob Logan (Non-member) at 610-401-0834 or email him with info at boblogan61@gmail.com . [Listed 2/21]

(Continued on P. 14)

The Brokerage (Continued)

Triumph TR3 Parts - Large stash of used parts to include spoked rims, steel rims, 2 eared knockoffs, steering wheel, side curtains, soft top, manifold, heads, axles, gauges, hinges, heater, radiator, suspension, fuel pump, valve covers, glovebox, grab handles, gas cap, pedals, hand brake and much more. First \$1000.00 takes all. The parts are located in Gaithersburg MD. Pictures on request. Call Greg (Non-member) at 301- 512-5110 or email gregscarver@gmail.com (Listed 12/20)

Huge Number of Parts Available for TR3 thru TR6: If interested, contact Vic Nigro (Member) at 717-371-7157 or email him at VICNO303@comcast.net Also, Vic wants to buy a used seat track (the one that bolts to the seat w/o the handle) for his TR3A. If you have one to spare, give him a call. [Listed 9/20]

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]

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 - June 1st

The membership renewal date for
ALL CPTC members is June 1, 2021

Thank you!

Drive Your Triumph Day February 10, 2021

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, celebrating our 62nd anniversary.

Some years ago, I encouraged our club members to drive their Triumphs on February 10th to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after the war. Last year I received about 350 photos from all over the world!

On February 10th, go for a drive in your Triumph. Drive alone or in a group from your local Club; then take a photo. The photo is mainly of the car and the owner - ideally at a cool spot, if possible. If it's the middle of the winter where you live and your car is in hibernation, take a photo of it anyway.

Then email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will be published not only in our club newsletter, but also in USA's Vintage Triumph Registry and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>

**Regards,
Rye Livingston
Activities Chairman**

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
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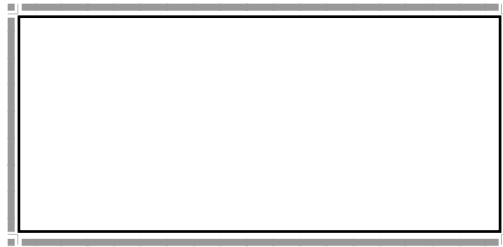
Your Help Is Needed!

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



1957 Triumph TR3
Owners: Bob & Tina Krivenko