

Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 33 Number 7

July 2021



A look at some of the cars gracing the parking lot at Little Buffalo State Park during a recent CPTC outing, on a fine spring day in PA!

In This Issue:

www.cptc.org

- **About CPTC**
- **President's Message**
- **Calendar of Events**
- **Shakedown Car Show**
- **Items of Interest**
- **The Brokerage**

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
Rory Liebrum	Vice President	717-645-0581	vp@cptc.org
Mary Ann Berrian	Secretary	717-798-1922	secretary@cptc.org
Marty Shoop	Treasurer	717-258-6140	treasurer@cptc.org
John Miele	Newsletter Editor	717-566-7228	newsletter@cptc.org
Joe Laurito	Webmaster	717-652-8636	web@cptc.org

User Name: CPTCMember

Password: nocovid21

A Few Words From Our President ~ Rich Roenigk

I just received word that a longtime friend, loyal Club member and past president is not doing well. Tom Billett, with Sue at his side, have been an inspiration to us all in handling a health issue. They made three events this year and showed a ton of courage just by being there. An added benefit to being a Club member is the opportunity to meet and become friends with others of similar ilk ... over an old tin car with some Bondo added.

Life is all about change. This past year many of us had to alter our plans to allow for it. Now I'm seeing some more modern cars showing up at events and that's absolutely fine with me. After all, it is about the people - the cars play second fiddle. Do not hesitate to attend any Club event if your aches and pains demand a better ride. A car pool is another option to enjoy the outing.

Being in contact with other Clubs, I see that we are all experiencing similar challenges. Look for more joint outings as we add to them to the calendar. One is coming up on July 16th at Haar's Drive In movie with the LANCO MG Club.

It's a big adventure for them to cross over to this side of the Susquehanna River! We really do need to outnumber them; so try your best to make it. You don't have to stay for the whole thing; but those who park in the back row will be talked about and, if you don't remember what movie was playing when asked, well ... to be a teenager again!

Summer is upon us - make the most of it with friends and family ... and with a British car mixed in when possible. See you on the road!

Stay Safe, Stay Calm and Motor On!

Rich



TRIUMPH RESCUE

Parts • Service • Restoration

610-845-8217

Fax: 610-845-3518

617 Walnut Street

P.O. Box 185

Bally, PA 19503

email: triumphs@triumphrescue.com

- ❖ MG's
- ❖ Jaguar
- ❖ Austin-Healey
- ❖ Land Rover
- ❖ Triumph
- ❖ Aston Martin



Mossmotors.com

800-667-7872



*Pleased to support the
Central Pennsylvania Triumph Club*

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.

- June 27th** **Brits by the Bay - DeJon Vineyards, 5300 Hydes Road, Hydes, MD.**
Info & registration at www.tracltd.org
- July 16th** **Haars Drive-In, Dillsburg, PA. Join us for a step back in time. This event is planned as a joint outing with the LANCO MG Club. Meet up with fellow British car enthusiasts at the Drive-In!**
- July 23-25** **2021 Kastner Cup, Portland International Raceway, Portland, OR.**
Read Kas Kastner's bio at: <http://kaskastner.com/kasbio.html>
- July 24-25** **Pittsburgh Vintage GP - Schenley Park. 40th Annual British Car Day - July 24th. \$30/car prior to July 11th. Registration and more info at www.wptriumph.org**
- Aug. 1st** **Cassel Vineyards, 80 Shetland Drive, Hershey, PA. Live music, food available for purchase or bring your own - 2:00 - 6:00 PM - Special parking for our cars. Wine for purchase on site - bringing alcoholic beverages onto the grounds is prohibited.**
- Aug. 7th** **Cars & Motorcycles of England - Held at historic Hope Lodge in Fort Washington, PA. Sponsored by Delaware Valley Triumphs. More info to follow.**
- Aug. 28-29** **27th Annual Central PA British Car Festival, Altoona, PA. Host hotel is the Fairfield Inn, 2915 Pleasant Valley Blvd. Phone 814-312-1800 for group rate. Event Registration and Information at www.pabritishcar.com .**
- Sept. 9-12** **Watkins Glen Vintage GP - Info at www.grandprixfestival.com**
- Sept. 14-18** **2021 VTR National Convention, Edmond, OK. More info on P. 15**
- Sept. 19th** **Britain on the Green - Gunston Hall, Lorton, VA.**
Info/Registration at: <http://capitaltriumphregister.com/events/>
-

2021 Shakedown Car Show Bechtelsville, PA May 22, 2021

~ By Cliff & Kathy Grube

As most of you know, members Matt and Beth Bakes have put on a tech session at their business (Triumph Rescue) each spring for many years. This year, at the wind-down of the COVID 19 pandemic, Matt and Beth thought of doing something outside where people would feel more comfortable ... and they certainly succeeded!



(Cliff & Kathy arrive at the show in their nicely turned out 1964 Triumph TR4)

Held at their home rather than the shop, our cars were parked along a tree lined circular driveway, providing a beautiful setting.



Picnic tables were abundant and, as always, plenty of delicious food. I believe there were over 100 British cars as well as a contingent of classic Land Rovers. I was surprised to see quite a few TR3's present; but the most outstanding vehicle in my mind was Joe McDonald's hand built roadster, which had a crowd around it throughout.

It truly was a fantastic day!

**Photos by Triumph Rescue*

Please join us for the 23rd Annual

Britain on the Green

September 19, 2021

Gunston Hall
Lorton, Virginia



On the Clock ~ By Stan Carpenter

A thought coming out of the Carlisle Import & Performance Nationals ... and why it is important that meetings like this continue.

With an all-electric transportation future being pushed upon us, a gathering like this will eventually become a less-frequent vestige of everything that drew us to internal combustion engines from nearly our first breath. Like that lone gunslinger standing up against the bad guys, or the last samurai, or Rocky pushing himself up from the canvas for one final uppercut, drawing a deep breath on the Carlisle show field is akin to a Luke Skywalker moment. 'Last Jedi', you scoff?

Fact - concerns we once thought of as challenges the grandkids would be facing are instead happening right now in our lifetime. Four stroke relevance will very well become one of them!

Other than by the smattering of vintage race meets and premier motor shows can one see and hear gasoline-infused cylinder counts and rotaries in abundance. The mesmerizing sounds emanating from a Ferrari Formula 1 V-12, a 5 litre flat-12 Porsche 917, 6L Jaguar XJR-7 or the totally un-muffled 4-rotor wail of the Mazda RX-792P at Sebring (see [Upshift](#)) are all sounds that will never have a

modern equivalent. On the street, can anyone find fault with a big-block Corvette or Viper upon start-up? Goose bumps...oh yeah!

The opportunities will diminish over time and that which we hold onto will someday be no longer. Whether your personal favorite outputs just 14 horsepower or in excess of one thousand, each has a unique 'cool factor' that doesn't have anything to do with its dyno numbers. Stock, trick, outrageous ... it doesn't matter. As the WWII generation that ramped up the global automotive movement moves deeper into eternity, will today's pre-teen even care for something that's not fully autonomous via a myriad of computers and voice activation?

Our interests are quickly becoming a throwback ... heck, we're a throwback ... and the ancestors that future generations will one day speak of. Time then to be the cowboy or rally your inner Skywalker! The Call...YOUR Call is to publicly promote and display, with ferocity and passion, that which first captured your heart. Support the united work of petrol-heads from our local levels to the SEMA Action Network, attending every outing that you can find. I am seeing more cruise-ins and car shows advertised that now include Import recognition. I hope that you decide to attend some and dare to be the only import at a cruise-in; chances are you will have a GREAT time! Do NOT underestimate the importance of the task ahead.

Be a warrior while you still can.

Upshift

~ By Stan Carpenter

The story behind Mazda's RX-792P referenced on P. 6 is just too good to remain untold. 1992 found Mazda Motorsports launching its IMSA GT Prototype campaign with the R26B 4-rotor engine after their successful GTO Class efforts. Price Cobb and Pete Halsmer would continue as drivers, with Dyson 962 veteran James Weaver joining on. The RX-7 'P' car wasn't ready for Daytona so Miami would be its first competitive outing, except for the 'nearly nuclear hot' muffler trying to catch Lee Dykstra's beautifully sculpted bodywork on fire!



(Pink insulation blanket covering the blazing hot muffler on Mazda's RX-792P)

Rolling next into Sebring with still a barely tested car, Thursday and Friday practices proved difficult as the car kept failing IMSA's decibel limit. 'Exhaustive efforts' (pun intended) were put forth to quiet the beast as the muffler continued to be a fire hazard.

As Qualifying approached, and knowing that the 'noise police' weren't going to give a passing grade this weekend, Mazda's North American Motorsports Manager Dick St. Yves sent Price Cobb onto the track to post an all-on-the-table lap to showcase the car's potential. With all baffles removed, I can still remember standing inside the Camel Hairpin while this indescribable sound machine allowed me to trace it around the full course.

It only lasted one lap before the black flag sent them into the pits, but, oh what an absolutely amazing lap it was! For anyone who was there to witness it, it was two minutes that won't ever be forgotten.

New Members ... Welcome!

The most recent additions to the CPTC ranks are:

**Chris & Anne Marie Hansel
Herndon, PA 17830**

Owners of a '73 Stag & '80 TR7

We're pleased to have you with us!

The Art of Installing a New TR6 Suspension with a Master Tech

~ By Mark Ospala

With a lifelong passion for cars, starting when I was around 6 years old growing up in England, I reminisce on my first cars: Morris Minor, Austin Healey Sprite, Ford Cortina 1600E, Hillman Hunter GLS. When I came to the US, the fun of buying and enjoying classic cars continued. I have built engines, removed and replaced gearboxes, changed suspension components; but, as time passed, I no longer did much of the heavy lifting. I have owned a myriad of classics since moving here, and currently have four Triumphs - '62 TR4, '66 TR4A, '69 TR6 and a '73 TR6.

I bought the '73 TR6 about 10 years ago. It had a 5 speed gearbox conversion, custom interior, hardtop and Panasport wheels. A couple of years ago, I had a new engine installed because the old one had some issues. The engine had some Richard Good parts in it, primarily the road cam that give it a little more performance. The suspension operated; it never felt good. Previous attempts to improve it had been made; but not successfully.

I decided to call a friend of mine, Tony Vigliotti, formerly of RATCO fame. I wanted Tony's opinion on the work needed on the suspension. He suggested I bring the car to his Windham paradise and we would take a look. After Tony drove the TR6, he felt it wasn't as bad as I had described; but he thought we should first check the chassis.

Being the master that Tony is, he tapped along the frame listening/looking for any evidence of rust. Fortunately it was sound, probably due to its California heritage. Tony then put together a shopping list for replacement polyurethane bushings, new springs (lowering the car by 1") and new sway bars, including a rear sway bar that was not original equipment.

The work day arrived and I was privileged to assist. Tony methodically went through the suspension, starting at the front. He also checked the condition of the steering rack, which was sound. On went the new springs and all the new front bushings/suspension/tie rods. We then moved on to the rear suspension, removing the axle shafts for examination and replacing the rubber boots before reinstalling. New springs were installed as well. Next was the upgraded front sway bar, increasing the size from the stock 3/4" to 7/8". This was a straight forward installation. The new rear sway bar necessitated some precise drilling of holes in the chassis to accept the U bolts that secure the sway bar to the chassis. The ends of the sway bar were then secured to the trailing arms. After mounting the wheels, we lowered the car back to the ground and prepared for the test drive.

The car performed very well in Tony's hands. The ride was comfortable; but stiff enough to provide the enhanced handling Tony predicted. He was delighted with the results and then it was my turn to drive.

(Continued on P. 12)



A BRITISH COMPANY SUPPORTING BRITISH CARS

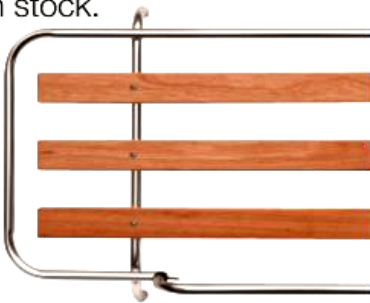


ALL THE PARTS YOU NEED

PARTS & ACCESSORIES
FOR TRIUMPH MODELS
1953 ONWARDS

Trust us to deliver...**Worldwide.**
Millions of parts in stock.











TR6
TR2 - TR3/3A
TR4/4A - TR5
TR250
1953-1984

Parts service also available for Land Rover,
MG, Rover, Mini & Jaguar '96 on.

LAND
ROVER





MINI

JAGUAR
from 1996

**ASK FOR A
FREE
CATALOGUE**

www.rimmerbros.com

Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA, England
Telephone: 1-855-746-2767 Toll Free | Fax: 01144 1522 567600 | E-mail: sales@rimmerbros.com

Call Toll Free: 1-855-746-2767 or Email: sales@rimmerbros.com

Bucks Valley Winery Run - Not! May 23, 2021

As a result of a last minute decision from the Winery that our group was too large for them to accommodate (without added fees), we decided to relocate our venue to Little Buffalo State Park and change the destination luncheon into an old fashion picnic - befitting a beautiful spring day in Pennsylvania!



Needless to say, there were lots of fine autos on display which garnered the attention of numerous park visitors.



We found a great spot near the lake for our picnic and settled in for a relaxing day of camaraderie and good food in a great setting.



As can be seen from the above photo, a good day was had by all. Many thanks to Mary Ann and Rich for working a little magic to avert potential disaster and turn this outing into a truly fun adventure!

**Photos by J. Laurito and J. Miele*

****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.

Benigna Creek Winery Road Trip

1585 Ridge Road, Klingertown. PA 17941

When: Sunday, July 25th
Time: Noon
Meet at: Black Gryphon Restaurant
Address: 54 Mt. Gretna Road
Elizabethtown, PA 17022

We'll regroup and meet others at Funck's Exxon in Grantville, 480 Bow Creek Road, Grantville, PA 17022 at approximately 12:30 PM

From the Exxon it's about 45 miles of great back road driving to the winery

Wine tasting is free and wine is available for purchase. Pack snacks or a lunch for the winery

For more details and events check out their web site at: bcwinery.com
Any questions, contact Ralph at:

Ralph Spayd
717 314-3153 (C)
www.rns1972@comcast.net

British Cars not required, just good friends

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

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.

FAX: (717) 599-7711

Installing a TR6 Suspension (Cont.)

I was amazed at the ride improvement, as well as the tight feel, the ability to absorb the shock of uneven surfaces mid-corner and the improved handling. What a transformation!!! No question that Tony is a master in his field and he takes on the challenge as an adventure and arrives at the best result. Now I can't wait to get into my TR6 at any opportunity and enjoy the ride and great handling. Thanks a million, Tony!

While it was a privilege enjoying Tony's expertise, it must be noted that he extended his generosity to me as a former client and a longtime friend and states that he has now moved into retirement mode and refers all enquiries on chassis and TR related items to the new operator of RATCO, Bob Waldeck.

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...

The Club Corner **One lucky Triumph !**



A lovely British lass poses next to Jay Snavely's '72 TR6 at the May 15th Carlisle Import & Performance Nationals

**Photo credit: Carlisle Events*



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.

1974 MGB - all original, Desert Tan, California car, 3rd owner, 37,000 miles. Solid body and mechanically sound, starts and runs great. Prefer to see it go to a good home. Call Tom (Member) at (717) 432-5650 or email tr-tom@comcast.net. [Listed 05/21]

1978 Triumph Spitfire 1500 - blue w/ghost flames, new black top, black leather interior, no rust or mechanical issues, 45,795 original miles. Car is located in York, PA. \$7500 OBO. Call Cory (Non-member) between 9 AM - 9PM at 717-683-3516 or email him at cbless910@gmail.com [Listed 4/21]

1969 MGB - British Racing Green w/black interior. Paint and interior need help. Ran well when I had to park her too many years ago. All chrome accent pieces on the body are in place. Three windshield wipers are a nice touch. Six wire wheels are included. Needs lots of TLC. First \$1500 or best offer takes her home. Contact Randy (Member) at 717-432-4410. [Listed 04/21]

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 TR4 Radiator for Sale - crank hole recently refurbished by Arnold Radiator Hospital in Lebanon PA. Radiator is an original Coventry radiator with tag intact. The upper & lower tanks were removed and cleaned, core cleaned & flushed, reassembled and pressure tested. There is a very small ding in the upper tank but otherwise very clean. Pictures available on request. \$350, pick-up only. Contact Ron Weber (Member), email: rmweber_99@yahoo.com [Listed 02/21]

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)

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]

Wessels
Thank You!

**Consistently Providing
Quality Vehicles for 27 years**
Wesselsusedcars.com

www.BritishWiring.com

British Wiring



Suppliers of Wiring Harnesses, Wire, Terminals & Sundries
for British Classic Cars and Motorcycles

Toll Free: 866-461-9050

Fax: 610-845-3518

email: sales@britishwiring.com

P.O. Box 185 • 617 Walnut St., Bally, PA 19503



The Vintage Triumph Register

The Vintage Triumph Register (VTR) was founded to promote historic research, encourage sensible, 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.



For registration and event information please see: www.pabritishcar.com

Route 66 - The Mother Road

**VTR NATIONAL CONVENTION
EDMOND, OKLA**

2021

ROUTE 66

LA Albuquerque Amarillo Oklahoma City Tulsa Springfield St. Louis Chicago

September 14 - 18, 2021

Hosted by: Oklahoma Vintage Triumph Register (COVTR)

Host Hotel: Hilton Garden Inn
2833 Conference Drive • Edmond, Oklahoma • 405-285-0900

www.VTR2021.com

Attention CPTC Members Membership Renewal - June 1st

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

Thank you!

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



FIRST CLASS



1962 Triumph TR3A
Owner: Joel Snyder