

Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 37 Number 2

February 2025



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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 John Miele at 717-566-7228 or email newsletter@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	president@cptc.org
Rory Liebrum	Vice President	vp@cptc.org
Mary Ann Berrian	Secretary	secretary@cptc.org
Eileen Dilger	Treasurer	treasurer@cptc.org
John Miele	Newsletter Editor	newsletter@cptc.org
Robert Van Dam	Webmaster	web@cptc.org

A Few Words From Our President ~ Rich Roenigk

I just returned from a trip to help a friend who bought another project. Pat Davis is an amazing guy when it comes Triumphs. He has restored a Triumph TR 2, TR 3 and a TR 4, all to National Show winner status at TRA.

His grandson likes to drive his TR6 when he comes to visit; but his wife doesn't like getting her hair messed up in a roadster. He mentioned this to his grandfather and he thought a GT6 might remedy both of their concerns.

I knew of a GT 6 being restored in the Lock Haven area and contacted the owner to see if he would be willing to part with it. After explaining that Pat was doing this car for his grandson as a surprise gift to him, he made a deal.

Pat lives in Grove City, PA and we met in Lock Haven to load it up. It was a rolling car with a beautiful black paint job. We loaded many boxes of parts & the engine and transmission in his trailer and my station wagon. It is now safely tucked away in Pat's garage and the restoration process is planned and has begun. And, by the way, Pat is 84 years young!!!

He credits these projects for keeping him active, alive and well. Yes, he has aches and pains like some of us do, and they might have slowed him down ... some. I plan to make periodic visits to gauge the progress - he won't need my help because I'm not qualified!

I made the 700 mile round trip in a 2004 Volvo XC70 AWD 5 cylinder turbo that I picked up from a local car buddy who took great care in his 20 year ownership. It made the 700 mile round trip without a hiccup. This mileage was added to the 217,000 already on the clock! The AWD was needed in the lake effect snow - This car is a true beast!

Stay Safe, Keep Calm and
Motor On!

Rich



2025Calendar 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.

- 2/10/25 Drive Your Triumph Day - Meet at Troeg's Brewery at noon in Hershey, PA . Reserved parking (LBCs only!) at front of building. Must RSVP to Ron Weber by Feb.7th. Let him know if you plan to drive your British car.**
- 3/25/25 CPTC Board Meeting - Hoss's Steak & Sea House, Mechanicsburg, PA. All are welcome to attend.**
- 4/27/25 Britain on the Green - Gunston Hall, Lorton, VA. More info on P. 11**
- 5/10/25 Shakedown Car Show - Non-judged show - open to all British cars. 9:00 AM - 3:00 PM. Sponsored by Triumph Rescue. See info. - P. 9.**
- 5/16-17/25 Carlisle Import & Performance Show - ticket information: [Carlisle Import & Performance Nationals](#) Be sure to mention that you are a CPTC member to qualify our Club for a free tent at the 2026 Import Show.**
- 7/20/25 Mid-summer Picnic - Memorial Lake State Park, Middle Pavilion. More information to follow.**
- 8/29 - 9/1 Kastner Cup, Lime Rock Park, Conn.**
- 9/4 - 9/7 Watkins Glen Vintage Grand Prix - Watkins Glen, NY**
- 9/20/25 Goodbye Summer Picnic - Gifford Pinchot State Park, Lakeview Pavilion. Information to follow.**
-

Classic Cars in McPherson Unusual Majors Help Small Colleges

*Adapted from a Dec 21, 2022 article by Jon Marcus in the **Heckinger Report**.

Only 203 of the iconic 1953 Mercedes-Benz 300S Cabriolet were ever built. They sold for three times the price of a Cadillac and were snapped up as status symbols by the likes of Clark Gable, Bing Crosby, Cary Grant and Gary Cooper.

Those famous names aren't what interest the people in this garage bay, though. Their obsession is the car itself, which has been under restoration for six + years by students here at McPherson College in sparsely settled central Kansas. Their hope is that it will win the world's most prestigious classic car event: the annual Pebble Beach Concours d'Elegance.

That's an unusual ambition for a small college - which is exactly the point. This small Liberal Arts college has the country's only four-year Bachelors of Science degree in the department of Automotive Restoration Technology, a major that combines engineering, history, business, communication, art and other programs.

Not many people outside of its hometown of 14,000, named for Civil War Union Gen. James Birdseye McPherson, have likely heard of the school. But there are enough devotees of classic cars, students who want to learn how to restore and preserve them and employers who need workers with those skills that its unusual specialty is paying off

Nearly twice as many apply to the automotive restoration program as get in, and between 97% and 100% of graduates in each of the past three years have landed jobs in the industry. The program is increasingly attracting industry funding for research, and its connections with well-known collectors, including longtime supporter Jay Leno, lend celebrity cachet.

It's in stark contrast with other industries in which competitors rely on what economists call comparative advantage, said Sandra Peart, an economist and dean of the Jepson School of Leadership Studies at the University of Richmond. "It's important to emphasize what's different," Peart said. "You want to say, We do all of that; but we also have this other thing."

The program started in 1976, when a local oil and gas magnate named Gaines "Smokey" Billue gave the college part of his vintage car collection. "It was hard for him to find people who could work on old cars and those who could were dying out," said Brian Martin, McPherson's current director of restoration projects. "That ability to use their hands was being lost."

Students learn about engines, sheet metal, chassis, paint, trim, electrical systems, assembly and woodworking and hunch over sewing machines to re-create upholstery. The collection of cars on which they train spans the period from 1890 to 1973, meaning that parts often have to be salvaged or made from scratch.

Continued on P. 6

Classic Cars - McPherson (Cont.)

Around 1998, the college was considering dropping the program. "It was a black sheep on the campus," Martin said. "We didn't know what to do with it." Then Jay Leno contributed money for scholarships. "He helped the college to realize that we do have something special and unique."

That distinctiveness is evident just inside the entrance to the building where the labs and classrooms are housed. There, a glass-walled space called "the showroom" contains a bright red Austin Healey 100M that competed at Le Mans, a Ferrari 365 GT, classic BMW and Honda motorcycles from the 1950s and 1960s, as well as the naked chassis of a Corvette whose body is across the hallway in the paint shop.

It's also clear in the enthusiasm of the students, self-described gearheads who survived a selection process that required them to submit portfolios of their past projects.

Students here "are doing something that we love," said Victoria Bruno, a senior who already has a job after graduation, rebuilding vintage Ferrari engines in Los Angeles.

"They also go to car events from coast to coast and shadow mechanics during shows, tours and rallies, which often leads to jobs. It's like a fraternity where former classmates and graduates help each other out," said program director Martin.

The school is interwoven with the industry "because they have this niche," said Cameron Luther, a senior who spent the summer working for a company that sells classic cars. "There are alumni from here all across the world."

The instructors seem equally ardent. Martin's colleagues say he's been known to come in at 2 a.m. to check the temperature in the bay where painting is under way on that Mercedes. Another car, in worse condition, sold for \$800,000 in a recent auction.

The money from an anonymous donor's \$500 million pledge will not only help to support a new climate-controlled building to store the college's vintage cars and a center for the future of engineering and design, but will also provide funding for financial aid and 55,000-square-foot student center that broke ground in November, along with a center for rural and community health science.

The Pebble Beach Concours d'Elegance is billed as the world's most prestigious car show, and as such, the annual event is largely the domain of the wealthiest car collectors on the planet. Only the finest and most meticulously restored vehicles will take the top spot in any given class. This past summer, something remarkable and unprecedented happened: millionaire car owners looked on as a Mercedes restored by a group of college students took second place in the Postwar Luxury class.

Continued on P. 7

Classic Cars - McPherson (Cont.)

According to chief judge Bock, the McPherson team picked an extremely difficult car to restore to Pebble Beach standards. "They undertook a really hard car," Bock said. "A mid-50s Mercedes S is essentially a hand-built car & amazingly complex. The carburetion, sophistication of the engine, all the minute details, and the trimming and the woodwork in it— that was a major undertaking. That was a brave jump into the pool."

That's part of the "halo effect" unusual majors can bring to colleges that offer them.



(Photo by McPherson College)

*Article submitted by Rich Roenigk

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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Synthetic or Conventional Oil?

The verdict is finally in ...

*Findings Provided by Business Insider

If you're a good car owner and follow a reasonable maintenance schedule, you most likely change your oil at least twice a year. Scrupulous drivers do it more often, using the traditional "every 3,000 miles" rule. And so do drivers who run their vehicles hard.

Research

A big question then comes up when undertaking this basic task: traditional or synthetic oil? We have two considerations when making that call: cost and quality. Everybody knows synthetic costs more. But is it worth it?

AAA conducted an [extensive scientific analysis](#) to find out. The results, aren't shocking; but they could guide consumer behavior toward spending a bit more money over the long-term: Synthetic oil is better. A lot better.

"Synthetic oil outperformed conventional oil by an average of nearly 50 percent in its independent evaluation, offering significantly better engine protection for only \$5 more per month when following a factory-recommended oil change schedule," the organization said.

In the study, AAA found that "synthetic engine oils performed an average of 47 percent better than conventional oils in a variety of industry-standard tests," John Nielsen, the organization's managing

director of automotive engineering and repair, said.

"With its superior resistance to deterioration, AAA's findings indicate that synthetic oil is particularly beneficial to newer vehicles with turbocharged engines and for vehicles that frequently drive in stop-and-go traffic, tow heavy loads or routinely operate in extreme hot or cold conditions."

A lot of drivers already kind of knew that. AAA was quite honest about the findings. You aren't going to hurt your engine if you skip the Mobil 1, one of the best-known synthetics. But you aren't going to put yourself in the poorhouse if you flip for the synthetic, either — these oils add only \$64 a year on average to vehicle operation costs. You might think you're being upsold at the oil-change place. But the upsell pays off for you and your mechanic.

AAA didn't go light on the research. The report it produced is a deep dive into these lubrications.

"AAA's engine oil research focused on eight industry-standard ASTM (American Society for Testing and Materials) tests to evaluate the quality of both synthetic and conventional engine oils in terms of shear stability, deposit formation, volatility, cold-temperature viscosity, oxidation resistance and oxidation-induced changes," the organization said.

Continued on P. 9

Synthetic Oils (Cont.)

It is important to remember that you don't need to go synthetic if cost is truly an issue — that's the catch.

However, if you own a newer car or want to maximize the long-term value of your vehicle, AAA's advice is clear: pay the extra money for the extra protection.

Submitted by John Krause

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 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.

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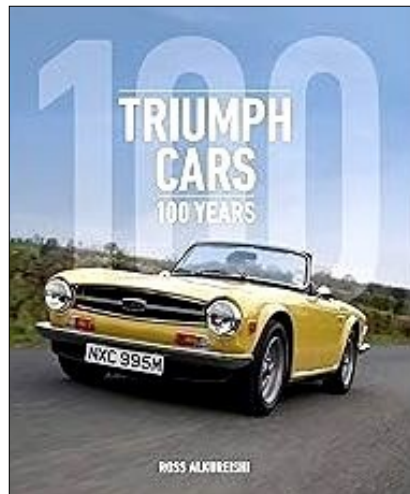
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News You Can Use

I was looking through the book section at our local Ollie's store and found a book titled "Triumph Cars: 100 Years" by Ross Alkureishi. I had never heard of the book, but Ollie's is selling it for \$15 and I checked Amazon when I returned home - they sell it for \$30.97. It received all 5 star reviews on Amazon. You may want to check it out - a definitive company history!

*Submitted by John Krause



The Club Corner

50th Anniversary-Triumph TR7

The Triumph TR7 began production in the United Kingdom from September, 1974 until October, 1981. It was first introduced into the United States in January, 1975.



(Photo by classicautomall.com)

The U. S. version of the TR7 was equipped with a four cylinder, two - liter engine and twin Zenith Stromberg carbs which produced only 90 hp. California emission standards reduced the power output to a mere 76 hp.

The convertible model first appeared in 1979. The Triumph TR7/8 was the last model to be manufactured by the British Leyland company.



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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.

For Sale:

1970 Triumph Spitfire Last year for the rounded tail. Mazda high back seats, rebuilt transmission, new electronic dash gauges, new top and boot cover. Runs nice; but not a show car. \$7800. Call Larry (non-member) at 717-424-6020 [Listed 5/24]

1959 TR3, 1964 Spitfire, and 1972 MGB for sale 1959 TR3 is a project car with most parts, very little rust. Asking \$3500. 1964 Triumph Spitfire was restored years ago, no rust, asking \$5500. 1972 MGB is in decent shape, asking \$3750. Contact Ed Wagaman (Non-member) at 717-476-3198 [Listed 11/23]

Car Parts - For sale/Want to Buy

Want to Buy - Triumph Herald: I'm looking for a Triumph Herald. If anyone has one to sell or knows of someone who is interested in selling theirs, please contact me, Rob Mancuso (Non-member), at rdmancuso@icloud.com [Listed 12/25]

Want to Buy: 4 stock rims for a 1980 TR7. Please contact: Fred Cluck (Non-member) at 717-413-8363 or Email fredcluck1@gmail.com [Listed 11/24]

1972 TR6 Parts for sale: Hood, Trunk, Fenders available. Contact Ed Wagaman (Non-member) at 717-476-3198 [Listed 11/24]

Want to Buy - Set of 4 wire wheels for '65 TR4A. Text Bob Switalski (Member) at 717-475-0866 or email mswitalski@comcast.net [Listed 10/24]

Coming Soon to a Computer Near You!!!

The Central PA Triumph Club will unveil its new, upgraded website within the next few months. Checks will be the only method of payment and cash transactions will not be conducted. At some point, we may be able to offer electronic payments through PayPal or Venmo, if the interest is there to do so.

Membership renewals will no longer be accepted at the Import Show. Instructions for new members to join will be available at the Show and on our website. Renewal instructions for current members will be forthcoming via emails to Club members and will be posted on the website as well as in the newsletter.

Stay Tuned!

More Stuff of Interest to Our Members

To gain some insight into the workings of several types of overdrives used in our British cars, follow the link below:

<https://www.hagerty.co.uk/technology/laycock-de-normanville-the-ins-and-outs-of-overdrive/>

*Submitted by Rich Roenigk

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 and tell her that you are a member of the Central Pennsylvania Triumph Club. She will calculate the cost of the item, embroidery & shipping and a price quote. Pay with a check/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

Drive Your Triumph Day Monday February 10, 2025

Dear Triumph Enthusiast,

This is a fun event to get out and drive your Triumph with family, friends and other Triumph owners. If you live in snow country, you can still join in with a photo of your Triumph in the garage next to your snow shovel. Or, as some have done, roll your car out for a quick photo and then back into the garage.

Please send a high resolution JPEG file to: DriveYourTriumphDay@gmail.com
Also, please try to send them within the first 10 days after the event.

Best regards,
Rye Livingston
Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A
DriveYourTriumphDay@gmail.com

Membership Renewal - June 1st

The membership renewal date for ALL CPTC members is June 1, 2024

The current list of CPTC members may be found on our website under the "Members Area"

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Winter in Pennsylvania!