

Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 37 Number 3

March 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

For some of us, the car interest goes beyond British cars and into racing of all forms. These drivers are true athletes with the endurance and mental focus required to compete. I tried to do the Rusty Wallace experience once but couldn't - too claustrophobic!

I was a fan of Dale Earnhardt, Sr. His aggressive style made you watch if he was in the mix on the final laps of a race. I never got to meet him; but toured his Chevy dealership in Kannapolis, NC.

Another driver I admired, Bobby Allison, passed away late last year at the age of 86. He did an autograph session in York years ago. He was very personable and a true fan favorite. He raced for nearly three decades, ending with a near fatal accident in 1988. He recorded ten major wins, three of which were in the Daytona 500.

He had two sons who followed him in racing; but tragically lost their lives in accidents in 1992 and 1993. You wonder where they get the strength to carry on. It's been said, "You're either racing, or waiting for the next one".

Well, no racing going on in our area ... winter hanging on.

In the meantime, check through your spare car parts and trade them for eggs!

Stay Safe, Keep Calm and
Motor On!

Rich



2025 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.

- 3/26/25** CPTC Board Meeting - Hoss's Steak & Sea House, Mechanicsburg, PA. All are welcome to attend. [CPTC Event]
- 4/25/25** Apple Blossom Drive - Meet at Rutter's store (U S 15S)at 10:45 AM for a tour of Adams Co. orchards with a stop at the Round Barn and lunch at the Thirsty Farmer. [CPTC Event]
- 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. The Triumph TR7 will be featured at the show as part of its 50th Anniversary celebration. More info on P. 8. *CPTC Event
- 7/19** British Car Day- held in Schenley Park and sponsored by WPTA in conjunction with the Pittsburgh Vintage GP.
- 7/20/25** Mid-summer Picnic - Memorial Lake State Park, Middle Pavilion. More information to follow. [CPTC Event]
- 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. [CPTC Event]
-

Drive Your Triumph Day February 10, 2025

Fifteen CPTC members and spouses gathered at Troeg's Brewery in Hershey, PA to celebrate Sir John Black's birthday.



A few intrepid members (Ron Weber, Jeff Costenhader and Vic Nigro) even drove their Triumphs on this sunny, but very chilly, winter's day!

It was a different story inside however - warm & toasty with a nice selection of bar food and an even better selection of adult beverage choices!

Needless to say, it was a pleasant way to spend several hours on a Monday with good food, drinks and friends!



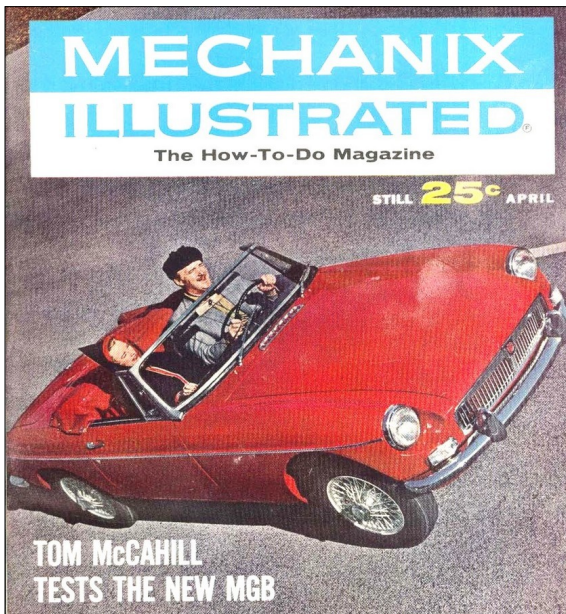
*Photos by Ron Weber



Ode to Tom McCahill

Thomas Jay McCahill III, born in 1907, was not the first guy to write about cars. What is also beyond dispute is this: More than any other writer, McCahill is the father of the automotive road test as we know it today. Yet the generations of automotive journalists that have followed him in the business of reporting on cars will likely never match the outrageous, zany; but always flatly honest, prose that became his trademark.

In the years since McCahill's death, the automotive historian Richard M. Langworth has been among the most energetic in keeping McCahill's memory alive. McCahill was a correspondent--never a salaried staff member--for the long-defunct *Mechanix Illustrated* magazine. During his tenure, which began in 1946, he cranked out more than 600 road tests.



Langworth even went so far as to compile a glossary of McCahill-isms: On the 1957 Buick's handling: "Like a fat matron trying to get out of a slippery bathtub." On re-powering the 1955 Packards: "Changing to a V-8 was like Harry Truman voting Republican." On the 1957 Ford's build quality: "Rugged as an Irish riot in a Russian saloon." On the 1956 AMC Rambler's size: "As short as a Sing Sing haircut."

McCahill also had his own terminology for individual cars and colors, to the effect of "nitroglycerine stuff (1951 Studebaker V-8)," "geranium pot" (Triumph Herald sedan), "redder than a wino's nose," "manhole black" and perhaps most famously, "moose-nose brown."

While John R. Bond and Ken Purdy were equally formidable forces in advancing the causes of automotive journalism and history, the great sweep of American magazine readers had clearly never seen or read the likes of Uncle Tom before. The 6-foot-1-inch McCahill was statuesque and powerfully built, weighing 250 pounds and proudly bald.

He was born in Larchmont, New York, and at the time of his death, was believed to be the only known surviving descendant of the notorious Scottish highwayman Rob Roy. His grandfather had been an enormously successful lawyer, and left both McCahill and his father a monumental fortune. McCahill's father had been a football All-American at Yale, and the son was determined to follow in his footsteps.

Continued on P. 7

Ode to Tom McCahill (Cont.)

A prep school injury, however, left him with a permanent limp. While McCahill was admitted to Yale, he graduated with a degree in fine arts. His first madcap venture in the early 1930s was peddling "Native Hawaiian Sun Oil"--its principal ingredient was iodine--to swimmers on Rye Beach, New York, with promotional help from his swimming buddy, the film star Johnny Weismuller.

McCahill, who was interested in cars, used the proceeds to buy an Imperial with Locke coachwork. He briefly operated the Murray Garage in Manhattan, repairing Rolls-Royces, but the Depression deep-sixed the business. It was then that he first attempted freelance writing, selling fiction and stories on marine engines to Yachting, Popular Science and Reader's Digest. Next, he hit upon the notion that an auto-starved wartime public might be interested in factual articles on new cars, rather than just manufacturers' ads. He sold the idea to Mechanix Illustrated, and convinced skeptical automakers, who had never lent their products out for independent testing, that he only wanted to photograph the cars. When the articles showed up in print and captivated the readership, thanks to McCahill's wacky writing style, the manufacturers were forced to capitulate. Soon, his reviews were viewed with both anticipation and dread by the industry.

Continued on P. 8

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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Ode to Tom McCahill (Cont.)

McCahill became the magazine's public face, and the industry quickly realized that his review could make or break a product instantly. For example, when he drove the 1948 Futuramic 98, the first redesigned post-war Oldsmobile, he said that hitting the accelerator, "Was like stepping on a wet sponge." Olds dealers were incensed, but it was widely known that McCahill's rant motivated them to put the Rocket V-8 into the lighter 88.

McCahill relied only on his stopwatch and measured miles he'd staked out in New Jersey, Florida and California. He was the first automotive writer to record the now-standard 0-60 mph acceleration time.

McCahill spent his last years in Ormond Beach, Florida, and died May 10, 1975. Don Chaikin, auto editor at Popular Mechanics magazine, was a McCahill contemporary early in his career. As he remembered, "At his peak, his stuff was brilliant. Mechanix Illustrated never publicly acknowledged his death, because his name was synonymous with it. He was the franchise, and they didn't want to admit he was gone." For a while, they ran a column called Tom McCahill Reports, ghostwritten by his stepson.

"Clearly, he was a gentleman of a different era," Chaikin said.

[Author: Unknown]

*Submitted by Cliff Grube

Triumph TR7 to be Featured at Import & Performance Show

Celebrate 50 Years of Triumph's "Wedge"

It was Triumph's last TR car and its production began 50 years ago; so we want to celebrate the shape of things to come.

As part of our celebration of the famous wedge design, we are looking for several examples to display indoors at the show. This is open to all variants of the TR7 and of course, the TR8. Additionally, if you have any cool TR7/TR8 memorabilia or collectibles that could be part of the display, please contact Ed directly at EdB@CarlisleEvents.com.

As always, when we feature something, we like variety! That means that we're not only looking for nicely restored examples; but we also love to display survivors, race cars, barn finds, etc. Maybe the Rover V8 wasn't enough for you and you did your own engine swap. If it's a TR7 or TR8 and you'd like to have it considered for the feature, you are strongly encouraged to submit an application at www.CarlisleFeatures.com today.

*Information provided by Carlisle Events

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...

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SPRING 2025 SHAKEDOWN CAR SHOW

OPEN TO ALL BRITISH MARQUES & OTHER CARS OF PARTICULAR INTEREST

MAY 10, 2025 No Rain Date

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Please join us from 9am to 3 pm for a relaxing non judged car show. Plenty of parking (pavement, stone & grass areas).

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PLEASE RSVP TO: triumphs@triumphrescue.com or 610.845.8217
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Name (s) _____
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Please join us for the 27th Annual



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<https://www.britainonthegreen.org>

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The Club Corner

Adding to the exhaustive list of Pre-war and Post-war Triumph autos developed over the decades are two extremely rare models which have received very little notice:

Pre-War

1936-37 Triumph Continental 2 L Saloon; 6 cylinder OHV engine; twin SU carbs & 4-speed transmission. Only 24 of these cars were built - based on the Dolomite 2 L Saloon which was produced at the same time - but fitted with a less flamboyant Vitesse- style grille rather than the Dolomite's "Waterfall" grille.



Post -War

Giovanni Michelotti's design for the 1968 Triumph TR5 Ginevra (Geneva) with a 2 L, petrol injected, 6 cylinder engine.

Continued on P. 15



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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:

1980 TR7 - original, unmolested car w/65,742 miles, garage kept, very good condition, drives & handles great. I am the 3rd owner. \$8900 - happy to answer any questions - call or text : Herbert Haft (Member) at 717-576-1023 [Listed 3/25]

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!

Attention CPTC Members: SIGN-UP FOR THE CPTC GOOGLE GROUP!

The Central Pennsylvania Triumph Club now has a new communication option for CPTC members- Google Groups. This is an email distribution list that makes it easy for group members to communicate with each other using a shared email address. Its a perfect way to reach out to other CPTC members for an impromptu ice cream run or to ask LBC questions. If you missed the email announcement and want to join, contact Ron Weber at web@cptc.org

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

Club Corner(Cont.)

Michelotti's design was a "one-off" prototype which was (sadly) rejected for production by Triumph.



Only 4 Triumph Continentals remain today, along with Michelotti's prototype Triumph TR5.

*Thanks are due to Gertjan van de Klasthorst & the Pre-1940 Triumph Motor Club, Ltd. For their research information.

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



«FirstName» «Last-
Name» («MembershipDate»)
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**1980 Triumph TR7 Racer
Owners: Fred Cluck & Nancy Mannion**