

# Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 37 Number 5

May 2025



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[www.cptc.org](http://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](mailto: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](mailto: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](http://www.cptc.org) to view the club website, with an expanded calendar of events and photos.

## Central Pennsylvania Triumph Club Officers

<b>Rich Roenigk</b>	<b>President</b>	<a href="mailto:president@cptc.org">president@cptc.org</a>
<b>Rory Liebrum</b>	<b>Vice President</b>	<a href="mailto:vp@cptc.org">vp@cptc.org</a>
<b>Mary Ann Berrian</b>	<b>Secretary</b>	<a href="mailto:secretary@cptc.org">secretary@cptc.org</a>
<b>Eileen Dilger</b>	<b>Treasurer</b>	<a href="mailto:treasurer@cptc.org">treasurer@cptc.org</a>
<b>John Miele</b>	<b>Newsletter Editor</b>	<a href="mailto:newsletter@cptc.org">newsletter@cptc.org</a>
<b>Robert van Dam</b>	<b>Webmaster</b>	<a href="mailto:web@cptc.org">web@cptc.org</a>

## A Few Words From Our President ~ Rich Roenigk

The latest issue of Hemmings magazine had a story on the inventor of two of the most iconic vehicles ever built: the Ford Mustang and the Chrysler Minivan. Hal Sperlich died in January at the age of 95. He is credited with being the visionary behind these vehicles.

He was just 31 when, as Ford's Special Projects manager, he began work on what would become the Mustang. He and Lee Iacocca sold the idea to Henry Ford II. Recall that the Mustang was a huge hit with over 400,000 cars selling in its first year.

Sperlich is also credited with the Ford Courier, a compact pickup, and the Ford Fiesta, the company's first front wheel drive subcompact.

In 1977, he made the move to Chrysler as VP of styling and product planning. Eighteen months later, Lee Iacocca joined Chrysler as President. The company was nearly bankrupt; but they were able to persuade the Board to agree to a front wheel drive Minivan. The rest is history.

One can only imagine what a mind like his could have done for Triumph and British Leyland!

Well, Spring is upon us, so let's get busy living and driving.

Stay Safe, Keep Calm and  
Motor On!

**Rich**



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## 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](http://www.cptc.org) for updated event information.

- 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]**
- 4/26/25      **Open House tour of Treasured Motorcars, New Freedom, PA. More information to follow.**
- 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**
- 6/18/25      **CPTC Board Meeting - noon at Hoss' Steak & Sea, Mechanicsburg, PA. All are welcome to attend.**
- 6/21/25      **AACA Museum - Bill Smith Memorial Cruise In - info to follow.**
- 7/19/25      **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]**
-

## One of Our Own

**David J. English**

**March 18, 1953 - April 7, 2025**

CPTC sadly marks the untimely passing of Dave English. Dave was born in Williamsport, PA, the son of the late Malcom R. English and Janice E. (Harris) Myers.

Dave graduated from Montoursville High School in 1971. He attended Penn State University earning his degree in Environmental Research Management in 1975. He worked for PA DEP for many years and retired as Chief for the Division of Enforcement and Administration.

Dave was a long-time member of the Central PA Triumph Club and spent many years collecting and restoring British cars. He was also an avid Penn State football fan, coin collector and enjoyed anything related to hunting and fishing.

Dave is survived by his son, James P. English and his wife, Michelle; his grandsons; his former spouse; his stepmother; his sister; his niece and her husband and children; his uncle and numerous cousins.

A private memorial service will be held for Dave at a later date.

~ Rest in Peace ~

## Club Regalia

### **Protocol for Purchase of**

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](http://www.sanmar.com).

Email  
[HollysEmbroidery@comcast.net](mailto:HollysEmbroidery@comcast.net)

or call her at (717) 599-5975.

FAX: (717) 599-7711

## Test Driving the 1962 Triumph TR4

~By Tom McCahill

\*Adapted from an article in the April 1962 Issue of Mechanix Illustrated

A Triumph TR4 sports car as red as the eyes of a flu-riddled bishop is the object of our affection this month. The TR4 is the latest in a series of Triumph models known for their hearts of gold wrapped in ugly sacks. The first Triumphs to hit these shores resembled shoe boxes with ears; but they moved like a jackrabbit outrunning a bee swarm.

As the years passed, the flat-sided TRs improved slightly aesthetically and their accomplishments grew as they won hundreds of class races and the TR3 engine got a reputation of being as reliable as J. Edgar's thoughts about crime. The TR3 was the greatest little-league, full-time sports car selling for less than \$3000 to be bought anywhere. It offered top competition features such as disc brakes, a gutty engine and controllability.

Style-wise, the TR4 is a radical change from its older brother, the TR3. It has a new shape grille and drawn out tail lines with the slightest suggestion of a fin. The TR4 should make a terrific rally car, just as the TR3s were the favorites of many for this purpose.

Glamorizing the Triumph has brought about improvements in comfort that may not appeal to some of the "muffler and gnashing teeth" crowd who enjoyed the discomforts of the former models. The TR4 now has real roll-up windows which may be considered effeminate by some of

the ruddy-cheeked boys. They will prove, however, to be a lot more comfortable for saner drivers. Until the new TR4, the Triumph was as distinctive as a full beard on a parakeet. As the boys say in O'Toole's saloon, "It was outstanding."

Now that the Triumph has been modernized and somewhat standardized in looks, it should appeal to more drivers than ever before. Underneath all that freshly shaped skin is a helluva car, as gutty and tenacious as a water buffalo and as fleet and maneuverable as a leopard.

Before getting into performance, let's talk amenities. One completely impractical feature is the top! The standard fabric top must have been designed by Alfred Hitchcock and his fiendish band of Leprechauns and is about as practical as holes in your pockets. The bare bones of the top is erected and then the fabric (skin) is attached to the bones. With the aid of windows, it will keep the rain off; but when you are wrestling with it, you feel like the guys who designed this must have been joking!

Once behind the wheel, you are amazed, regardless of your height, how much leg room is available. Behind the front seats is an open bin for additional luggage. An option is a nearly rainproof tonneau cover for top down riding and overnight storage and is certainly much easier to put on than that silly top!

Continued on P. 7

## 1962 TR4 Test Drive ( Cont.)

Any of my concerns were quickly dashed when I put the car to work. I made a few slow laps around the Daytona high-speed track at about 90 mph and two complete laps flat out at an average of 108.7 mph. With two or three thousand more miles on the car and a good tune-up, it should easily do better than 110 mph.

Where this pea shooter really won my affection was on the sports car course, whipping it through the gears around switchbacks, curves and flat bends. The control the driver has over this baby monster is sensational. I put it into full broad slides and spins w/o receiving a single squawk from the car. At the \$3000 price tag (give /take a pocketful of bobs), I don't believe there is a sports car in the world that will give you as much for the money in handling properties.

The rack & pinion steering is amazingly quick. In fact, just a hair too quick for high speed, high-banked tracks, which, of course, it was not designed to run. One more great feature of this car is its 15 inch wheels. Many of our 5000 lb. beasts are now running on 14 inch wheels; but this bushel basket is better equipped.

I also made a series of brake tests at 60 mph and going up to 100 mph. the front disc brakes plus the rear drum brakes slowed this peanut down amazingly fast, with little sign of fade after several hard stops.

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](mailto:newsletter@cptc.org)



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### Membership Renewal - June 1st

**The membership renewal date for ALL CPTC members is June 1, 2025**

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

## 1962 TR4 Test Drive (Cont.)

All forward speeds are synchromesh, which will save the neophyte sports car owner some neighborhood embarrassment when playing Phil Hill on Sunday.

Summing up, the Triumph TR4 is a truly great sports car, considering such things as price, price and price. This is a big league bucket for someone who really enjoys cars to get a ball of fun owning. Unlike some temperamental prima donna sports cars, this job is as reliable as Uncle Herman's Ford. For serious rally work, it would be a hard choice to beat. It is well suspended, handles like a true professional and, for the price, can't be beat.



(Stock photo)

\*Article provided by Cliff Grube

## Import & Performance Show

### Celebrate 50 Years of Triumph's "Wedge" Triumph TR7 to be Featured at

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](mailto: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](http://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](http://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...

**SPONSORED BY**

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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**

**149 LIMEKILN ROAD, BECHTELSVILLE, PA 19505**

*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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Registration \$15.00 You can pre-pay or pay at check-in  
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PLEASE RSVP TO: triumphs@triumphrescue.com or 610.845.8217  
Red Door at reddooroffroad@gmail.com or 610.295.5169

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Please join us for the 27<sup>th</sup> Annual



# Britain on the Green

April 27, 2025

Gunston Hall  
Lorton, Virginia



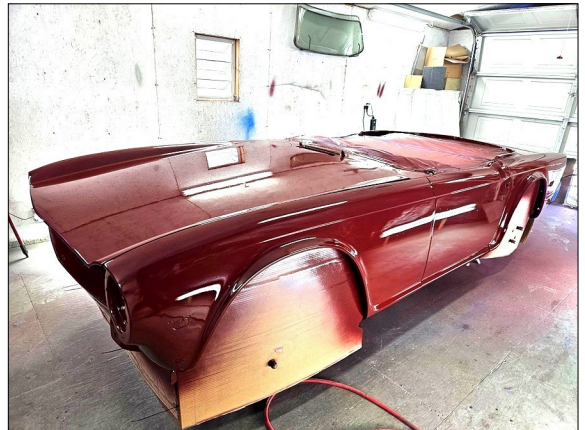
<https://www.britainonthegreen.org>

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## **~ CPTC Members ~ Your Help Is Needed**

Results from our membership survey revealed that 25% of respondents indicated that they would be willing to organize and lead a driving event. If you have an event in mind for 2025, please share it with any Board member. We need volunteers to host the Spring Run in May, members to plan events for June and August and hosts for the Fall Leaf Tour in October. Now is a great time to share your thoughts and ideas!

**Thank You!**



Jeff Costenbader took advantage of a couple warm days to paint his latest restoration project - a Triumph TR6.

The Club Corner

One big difference between men and women is that if a woman says "Smell this", it usually smells nice.

I MAY NOT HAVE LOST ALL MY MARBLES YET, BUT THERE'S A SMALL HOLE IN THE BAG SOMEWHERE

\* Submitted by John Krause



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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:**

**1978 Triumph Spitfire** - Brooklands green, original owner. Less than 200 miles since first place concours finish in class at 2008 VTR National Convention. Drives great. Beautiful car. \$10,000. Contact Jeff Payne (Member) at 717-683-8159 or [tr78spit@aol.com](mailto:tr78spit@aol.com). [Listed 4/25]

**1994 Jaguar XJS** Coupe; racing green w/biscuit interior; 4.0-liter, 6 cylinder engine with a factory 5-speed transmission - one of only 19 built. Asking \$20,000. Contact Dave (Non-member) at 717-533-6325 or [dbkay330@gmail.com](mailto:dbkay330@gmail.com). [Listed 3/25]

**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]

#### **Car Parts - For sale/Want to Buy:**

**Want to Buy** - 1965-67 TR4A rolling parts car or "tub" only. Contact David Jensen (Member) at 484-400-3104 or email him at [davejemsem54@gmail.com](mailto:davejemsem54@gmail.com) Listed [3/25]

**For Sale** - Matched set of 4 Michelin X 185-15 red line tires - made in France. They were on my '70 TR6 when purchased. I drove on them for a while - no thumping or vibration. Tread is good, there's a light crack around each one near the tread. Email Kelly (Member) at [kelfy@yahoo.com](mailto:kelfy@yahoo.com) Located in Mount Joy. \$100. [Listed 3/25]

**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](mailto:fredcluck1@gmail.com) [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](mailto:mswitalski@comcast.net) [Listed 10/24]

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## **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 Robert at [web@cptc.org](mailto:web@cptc.org)

# CPTC Membership Application/ Renewal



Annual dues are \$20 with mailed newsletter or \$15 with on-line newsletter.

To join or renew, complete this form and send it along with a check to:

Central Pennsylvania Triumph Club  
c/o Rory Liebrum  
423 East Lisburn Road  
Mechanicsburg, PA 17055

Name: \_\_\_\_\_

Spouse/Partner Name:  
\_\_\_\_\_

Address:  
\_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

E-mail:  
\_\_\_\_\_

## **INSTRUCTIONS:**

### PLEASE PRINT CLEARLY

New Member:                       Renewal:

Select Newsletter format desired...

Electronic Newsletter - \$15 annual dues

Paper Newsletter - \$20 annual dues

**Over, please**

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



Although we are a British car club, the Central PA Triumph Club welcomes all makes and models. Please enter vehicle details below:

MAKE	MODEL	YEAR	COLOR	Comm#

Are you a member of the Vintage Triumph Register (VTR)? \_\_\_\_\_

If so, enter member number \_\_\_\_\_

How did you hear about CPTC?