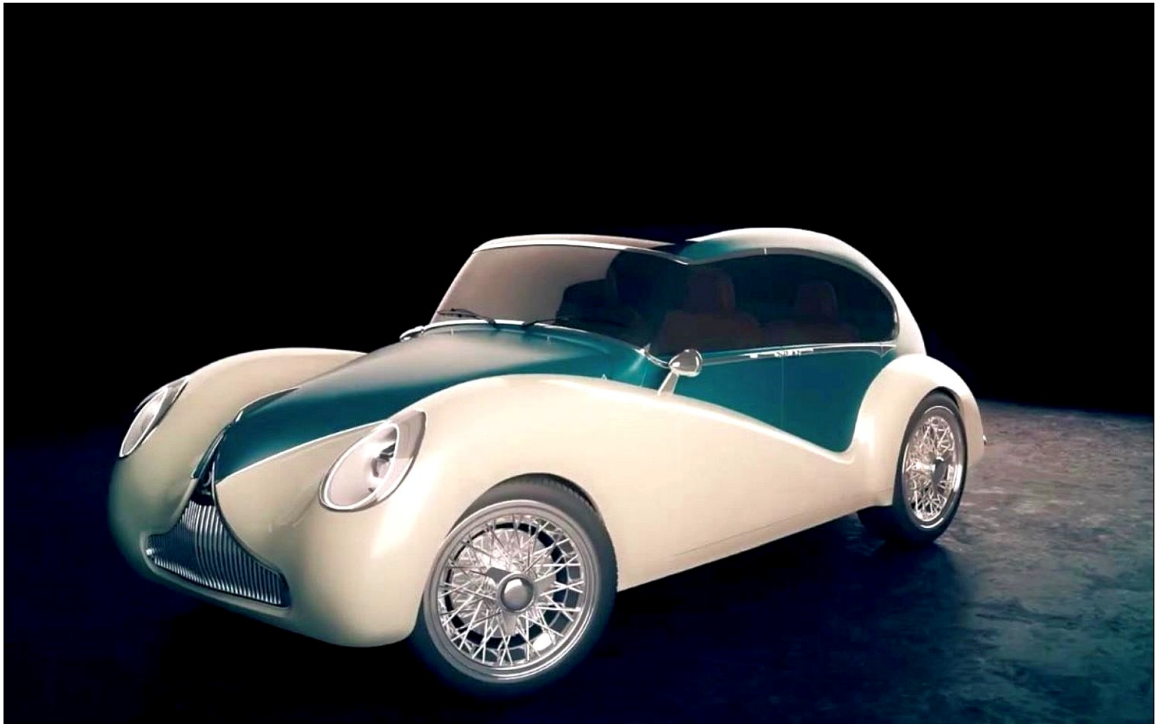


Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 36 Number 2

February 2024



**Olympian Motors Model 01 EV
Article on P. 8 of this newsletter**

In This Issue:

www.cptc.org

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- **President's Message**
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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	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
Eileen Dilger	Treasurer	717-258-4048	treasurer@cptc.org
John Miele	Newsletter Editor	717-566-7228	newsletter@cptc.org
Ron Weber	Webmaster	717-867-4548	web@cptc.org

A Few Words From Our President ~ Rich Roenigk

The Roadster Factory: The loss of this supplier is a real tragedy for our hobby. Charles Runyon created a business from the family's old chicken house. If you attended any of his Summer Parties, you understood it was more than a business. My friend had a slave cylinder fail while attending one. They had the part and installed it for free! I had them rebuild side curtains in 2001 and the bill was \$460. If you could you find someone to do that today, it would likely be 3X the price.

They made many hard to find parts, such as TR3 seat springs. Albert has done an exceptional job of managing the business after his Dad's passing. We will just have to wait and see what the future holds. One video showed fireman salvaging a TR6, GT6, and a TR3. Might this be the incentive to continue operations?

The southern CPTC Beer and Bull was a mild success with 10 attending. Dan Lehr has picked a spot for the monthly meeting. One prospective new member has a "Big Healey" and is looking to get some driving events in. Still looking for event coordinators for the East and West areas. Let me know if you have an interest. Not complicated to set up - all that's needed is a convenient eatery and the gift of gab!

The TRA magazine arrived and in it is a reminder to sign up for the National meet. It's being held June 17-21, 2024 in Perrysville, OH. If you can attend and want to join the caravan, let me know.

Also, drive your Triumph Day is February 10th. Check the Newsletter and website for the details or DRIVEYOURTRIUMPH-DAY@GMAIL.COM

Stay Safe, Keep Calm and Motor On!

Rich



2024 Calendar of Events

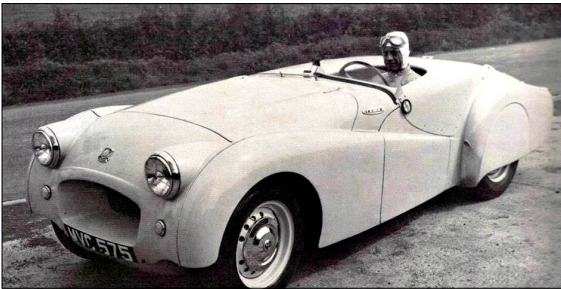
The caption **CPTC Event** means the event is sponsored by our Club.
The caption **CPTC Event*** means the Club has a presence within the main event,
such as our tent at the Carlisle Import Nationals.
Visit www.cptc.org for updated event information.

- 2/10/24 Drive Your Triumph Day - Details on P. 15**
- 2/24/24 CPTC Tech Session - Denny & Tana Ryder's garage, 120 Park St., Loganville, PA from 10:00 AM - 1:00 PM. RSVP to Mary Ann Berrian at [Mab2 beach@ msn.com](mailto:Mab2beach@msn.com) or phone 717-798-1922. \$5 donation is requested if you plan to stay for lunch. LANCO MG Club has also been invited to attend. A \$5 fee/attendee is requested.**
- 5/10-11/24 Carlisle Import & Performance Nationals - Register soon and please mention that you are a CPTC member to ensure a free tent for the Club's use.**
- 5/18/24 2024 Shakedown Car Show, 149 Limekiln Rd., Bechtelsville, PA. 9:00 AM - 3:00 PM. Open to all British marques - More info on P. 11**
- 6/2/24 CPTC 35th Anniversary Celebration - Elks Lodge Picnic Area, 108 St. Johns Church Road, Camp Hill, PA from 1:00 - 4:00 PM. This event is a catered picnic w/cash bar. \$10/person fee.**
- 6/17-22/24 TRA National Meet - Mohican State Park, OH. Details to follow.**
- 9/6-8/24 Watkins Glen VGP Festival, Watkins Glen, NY. MG is the Featured Marque. Information to follow.**
- 9/8 & 9/24 Chesapeake Bay Motoring Festival - Kent Island Yacht Club, 117 Yacht Club Drive, Chester, MD.**
- 9/8-12/24 VTR National Meet - Nashville, IN. Details to follow.**
- 9/15/24 Goodbye Summer Picnic -Gifford Pinchot State Park. Info to follow.**
- 9/18-22/24 6 Pack Trials - TRials 2024: The Motoring TRials. Host hotel is the Radisson, Corning, NY. Prelim. driving events for those in Canada.**
- 9/29/24 Concours d'Elegance, Kent Island Yacht Club - Info to follow.**
-

Vintage Triumph Register

~ By Denny Ward

At the Carlisle Import Show this past May, I noted, in speaking with CPTCers, that many are not members of Vintage Triumph Register. Are you a member of VTR? If you are really into Triumphs, you should consider joining, if for no reason other than **The Vintage Triumph** magazine. One of the best columns found in **TVT** contains the reminiscences of Paul Richardson. Paul is the son of Ken Richardson, Triumph's Competitions Manager from the start of the TR series.



(Ken Richardson in the TR2 at Jabbeke, Belgium)

I was re-reading the October 2017 issue of **TVT** in which Paul discusses Triumph TR2 prototypes. Paul relates an interview he had done with the late Kit Heathcote who worked in the Technical Office at Standard Triumph, and later joined Ken in the Competitions Department.

On the subject of the TR-2 prototype, Heathcote says : “ Ken instigated all the extended test procedures on the first TR2s including many hours at the M.I.R.A. test facility. I accompanied him on many of these excursions from our office. The early testing obviously went hand in hand with general and constant power development of our engine, and how this constant increase in power reflected on transmission components. We did have problems, of course, including having to modify the design of the differential including the crown wheel and pinion assembly. As engine power increased problems appeared, and don't forget that the original wet liner engine was designed for the Vanguard and then developed for the TR2. Originally the engine developed about sixty-five brake horse power in the Vanguard in 2088cc form. This capacity was reduced to 1991cc for our new sports car which placed the car in the under two-litre category and twin SU carburetors were used on the TR engine. I remember Ken instigating 100 hour engine tests to ensure reliability as power increases were achieved - and a host of modifications made to achieve reliability. This included ensuring the cylinder head studs had the right metallurgy and size to withstand the extra pressure delivered by increased power. Needless to say, we had problems with crankshaft failure as power increased. The metallurgy of the crank was improved as well as the machining process to ensure that the radii where the crank pins meet the crank webs remained adequate.

Continued on P. 6

Vintage Triumph Register (Cont.)

The big end bearing caps on the con rods were also modified and sleeve-spigoted to relieve the big end bolts of shear force. Come to think of it, we had to modify the specification of several moving parts including the cam followers that began to wear excessively, and the same procedure was applied to the rocker gear in general. In fact, any part of the TR engine that revolved or reciprocated was regularly inspected in detail and modifications were put in place as required.”



(Kit Heathcote at a 1955 rally with the 3 works TR2s)

The details go on and on. This stuff is so interesting to me and, even though I don't understand a lot of it, the first-hand details of the development are still fascinating. One other example of this first-hand history is in the March 2023 issue of **The Vintage Triumph** entitled “The Experimental Dept. and Test Rigs.”

The Experimental Dept. consisted of sections involved with the design of new cars and developing of prototypes before production. Paul relates an interview with Ray Henderson, Experimental Dept. engineer. Says Henderson: “After noting that we had an old Herald Coupe prototype parked up in the Experimental Dept., I mentioned to some of our senior staff that it would be possible to fit a six-cylinder engine in this car after a few modifications were made. I was given the go-ahead and a bloke called Bill Burwood and I started work on the project.”

Modifications to the engine, the gearbox bell housing, and a re-designed mounting system led to the production of the Triumph Vitesse.

Richardson provides a biography of Henderson as it related to his automotive career, a history of the Experimental Dept., beginning in 1952, which was started by Paul's father Ken, and the beginnings of a Competitions Dept. Ray remembers the first competition events: “The TR2s did amazingly well right from the start in international events, and Ken drove in all those events, himself, as well as managing the team. Ken engaged Kit Heathcote, who worked in our Technical Office, as his permanent co-driver and navigator as Kit had entered rallies before. In fact, I was in the service crew on the first international rally... the 1954 Alpine, and the team won the first of many prizes that year...”

Continued on P.8

The Club Corner

Car and Driver says 95% of electric cars are still on the road. The remaining 5% made it all the way home.



Finally, a use for those leftover wine corks from New Year's Eve!



An Epic Tragedy!

As you have probably heard by now, there was a fire on Christmas morning and our building and inventory were mostly destroyed. The Roadster Factory will be closed for the month of January while we try to figure out where to go from here. We hope to reopen and we appreciate your patience in the meantime.

TRF is grateful for the outpouring of support received from suppliers, customers, friends, family, local community members and even strangers. We are especially grateful to the 14+ fire companies who sacrificed their Christmas to extinguish the blaze. Thankfully no one was hurt.

If you have a credit with TRF, please drop us an email (trfbackorders@gmail.com). Many of our records were destroyed; but we should be able to verify credits if you bring them to our attention. If you have a gift certificate you no longer want, please get in touch to sort it out.

Albert Runyan, TRF

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Vintage Triumph Register (Cont.)

To quote Kit Heathcote “Loose gravel was the surface of most Alpine passes. There’s little to prevent cars from going over the edge in many places and dropping down ravines of thousands of feet.”

There is so much more to this article. And remember, every issue of **The Vintage Triumph** has a column by Richardson.

Why pass it up for only \$35 a year?

**Thanks to Shawn Frank for permission to quote from The Vintage Triumph.*



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

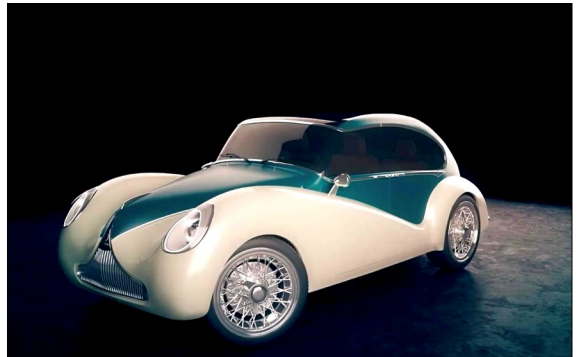
Olympian Motors EV

~ By Vic Nigro

While searching online recently, I stumbled upon a pop-up by Olympian Motors, a startup car company pushing a couple of EV designs. In the company promo, they are self-described as a new-age electric vehicle company that rejects today’s OVER-STANDARDIZED, box-shaped cars.

To wit: “Timeless designs are fused with EV technology promising a simplistic driving experience without those large intrusive electronic display screens.”

Pictured below is their Model 01, sporting chrome wire wheels and 3-eared knockoffs. It has a healthy ticket price close to \$100,000.



It might be a “timeless design” but it looks like a TR3 to me! Maybe this is what our cars would look like today if they were still being made.

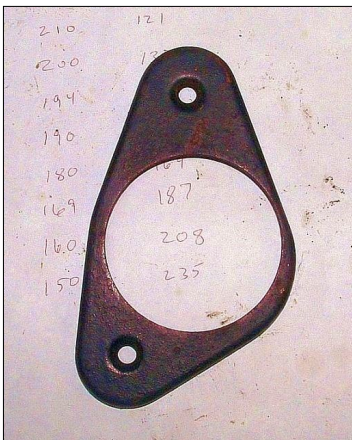


DIY Stamped Parts for your Triumph - Why Not?

~By Ron Weber

Many of you know I've been restoring a barn-find TR3A over the past few years. I'm now in the process of putting everything back together after painting and have come to realize I should have taken more pictures, done a better job labeling, taken more care to mark which box I put parts in, etc. Another realization is that not all parts are there and never were!

One of those parts is a steering column blanking plate for the unused RH steering column hole in the firewall. After searching through my boxes of parts and notes, I looked at pictures I took of the car in the barn and discovered that it wasn't there to begin with. Of course, I figured Moss/Rimmer/TRF will have one - Nope. I then called all the usual suspects who might have one and struck out there as well. Lastly, I scoured the internet; but struck out again. The only thing I could find was a picture of one that at least confirmed such a thing existed.



That left only one obvious avenue - hack a reasonable facsimile out of a piece of 1/8" steel and call it a day, so I thought!

I was fortunate in that the timing of my failed efforts ran up to the annual CPTC Christmas Party. While there, I had the opportunity to chat with Jeff Costenbader and mentioned my dilemma finding the blanking plate. Jeff matter-of-factly asked "Why don't you stamp one out yourself?" and proceeded to explain he'd used simple tooling to stamp out sheet metal parts. I wasn't aware this was an option and since I'm always game to expand my skills, we agreed to chat later.

Sometime after, Jeff and I connected by phone and he outlined the use of tempered hardboard as the form tooling for the sheet metal and an arbor press to provide the force. I am familiar with the stamping process and, truthfully, I was a bit skeptical; but the more Jeff explained it, the more sense it made. A summary of the required steps follows:

Using an image of the part, I measured the centerline dimensions of the mounting holes on the firewall. This provided a reference to scale other features off the image. Using these dimensions, I did a scale layout and transferred it to the 1/8" tempered hardboard. Then I located and drilled some reference holes and cut out the form (outline of part) and punch (inside shape that gets pressed into the form). The roughly 1/16" saw blade kerf provided the clearance between punch and form to create the sheet metal part.

(Continued on P. 12)



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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.

2024 Shakedown Car Show

149 Limekiln Road
Bechtelsville, PA 19505
May 18, 2024 (No Rain Date)
9:00 AM- 3:00 PM

\$15 Registration fee benefits Eastern Berks Fire Dept. & Bally Community Ambulance. Pre-pay or pay at check-in. Lunch food available on site. Show is open to all British marques.

**RSVP: triumphs@triumphrescue.com
or call 610-845-8217**

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"

Thank you!

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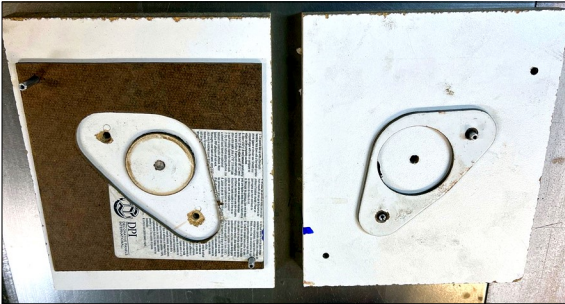
ERIC WITMER ~ OFFICE COORDINATOR

711 HARRISBURG PIKE STE C, DILLSBURG

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DIY Stamped Triumph Parts (Cont.)

Using the reference holes and pins to align, the punch was attached to a piece of $\frac{3}{4}$ " particle board called the "upper shoe" and the form attached to another piece of particle board, the "lower shoe".



Next step was to cut a piece of 20 gauge steel, transfer and drill the reference holes, then assemble and pin the stack together. The stack was then inserted into the arbor press and pressure applied. After pulling it from the press and disassembling, I was pleased to find a nicely formed part very close to the original.



The last step involved cutting the piece out of the sheet and filing the edges to get the finished part ready for paint and installation. The part turned out better than I ever expected and provided me with a new skillset for future use. This experience reinforces the benefit of belonging to a club like CPTC. Our members have a wide range of skills and capabilities and are always willing to share them. Thanks to Jeff Costenbader for bringing this process to my attention.

For more details, I'm writing a tech paper with additional descriptions and images. It is in process and will be posted on the CPTC website in the near future.

**Photos by Rom Weber*

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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:

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 (member) at 717-476-3198 [Listed 11/23]

1972 TR6 Parts for sale: Hood, Trunk, Fenders available. Contact Ed Wagaman (member) at 717-476-3198 [Listed 11/23]

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 10/23]

1975 Triumph TR6 - Professionally restored, Primrose yellow, black interior with high back seats. 44,185 miles. Modified and set up for long road trips. 5 speed transmission, high performance cam, electronic ignition, stainless steel exhaust, emergency hood release, battery quick disconnect. [Photos can be viewed here.](#) Serious offers only. Best offer. Tom Miceli (member) (717) 432-5650 [Listed 9/23]

1969 Triumph TR6 - Professionally restored with less than 5000 miles since restoration, British Racing Green, buckskin interior, 59,314 miles, stainless steel exhaust, wire wheels, electronic ignition, high back seats, emergency hood release, battery quick disconnect. [Photos can be viewed here.](#) Serious offers only. Asking \$25,000 or best offer. Tom Miceli (member) (717) 432-5650 [Listed 9/23]

Continued on P. 14

The Brokerage (Cont.)

1980 Triumph TR7 - Approximately 68k miles, 5-sp, A/C, stainless steel exhaust, new struts, shocks, suspension bushings, brakes, fuel pump, fuel lines, rotors, windshield, antenna, chrome luggage rack, convertible top. Tires mounted on TR8 wheels. Have owned car for over 30 years. Purchased from original owner. Have all history and many service records. Car is in amazing condition and runs and drives great. Currently has Antique Plates. [Photo can be viewed here.](#) Moving and need to sell. Asking \$6500 -- Call Rick James (Non-member) at 717-554-3015. [Listed 8/23]

TR7 Parts - Good, used, hard to find NOS parts for TR7. Parts include: new in boxes 5pc clutch, front rotors, lug nuts, decal sets, much more. Also, used set of TR8 wheels, headlight motors, manifolds, driveshaft, a blue/black interior out of a hardtop car w/ seats, pair of tan seats goes with car.) Too much small stuff to list. Asking \$1000 obo - Call Rick James (Non-member) at 717-554-3015. [Listed 8/23]

1969 Triumph TR6 - British Racing Green with black interior. Well sorted, great oil pressure, no rust, new clutch and slave cylinder. Pics available upon request. Asking \$9k -- Call Chad (Non-member) at 570-295-7069. [Listed 8/23]

1980 Triumph Spitfire - Blue with black interior. 106,791 miles on the odometer. New top. Asking \$8,000 or best offer. [Photos can be viewed here.](#) Contact former member Helen Weaver for more information: helenweaver00@gmail.com or 717-761-7105. [Listed 7/23]

1975 Triumph Spitfire. Medium blue with black interior, 89,000 miles. Repainted in 1990, it is a fully operational and restored vehicle. Maintenance records; paint acceptable. Seats, top and motor recently restored. [Photos can be viewed here.](#) \$8900 OBO. Car is located in York, PA. Contact Will Smith (non-member) at 720-251-1595 (after 10 AM, please) or at wetlandman23@gmail.com [Listed 7/23]

Want to Buy – Parts for a 1949 Triumph 2000 Roadster. I bought a basket case and need many components. Contact Wayne Murphy (Non-member) if you have 2000 Roadster parts available at wayne@pennsy.com or 484-431-1839. [Listed 7/23]

For Sale - TR3 Convertible top. Brand new, dark blue, soft vinyl top/hood for TR3 - made by Prestige in UK. Complete with uninstalled snaps, \$240. Contact Rich Roenigk (Member) at roenigk@aol.com or 717-487-1795. [Listed 6/23]

**Drive Your Triumph Day
Saturday, February 10, 2024**

Dear Fellow Triumph Owner,

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California. In 2016, I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after WW II, and went on to make the cars we enjoy driving today. Drive Your Triumph Day has gained momentum every year, and last year I received over 600 photos from all over the world.

On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road, out to lunch or wherever. Take your spouse, buddy, etc., then take a photo. The photo is mainly of the car, and the owner or passenger if possible, ideally in front of a landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation or in the middle of a restoration, take a photo of it in the garage. Have fun with it. Next step is to 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 then be published in USA's national magazine: *The Vintage Triumph* and on the Club website and the Drive Your Triumph Day Facebook page.

New Members ... Welcome!

The most recent additions to the CPTC ranks are:

**Sal Modesto
Bernville, PA
Owner of 2 Spitfires & 2 GT6s**

**Robert Van Dam
Shermansdale, PA
Owner of a '73 TR6 & an '80 TR8**

**Kelly Williams
Mount Joy, PA
Owner of '70 TR6**

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1973 Triumph TR6
Owners: Dave & Lynne Schreffler