

Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 36 Number 4

April 2024



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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	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
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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

What to do with Collector cars in a changing market? If you watch popular auction sites such as Bring a Trailer, you've noticed that prices have cooled off relative to the gains seen between 2019 and 2022. The sheer volume of cars for sale bears much of the responsibility for this. Ever check the inventory at the Classic Auto Mall in Morgantown, PA?

So, what to do? First thing is to drive your car! Our cars need to be seen to be relevant and provide an alternative to the other typical collector cars. Use Beer and Bull, Cars and Coffee, Ice Cream runs or other driving events to your advantage.

Next thing is to evaluate your car's overall condition. Take note of things that can be done to improve the curb appeal. Tidy up the engine bay, address interior concerns and correct paint chips using information gained at Denny Ryder's Tech session.

Many of us have been around long enough to know the ups and downs in all things such as housing, stock market, etc. Collector cars are no exception. If time is on your side, best to ride it out.

Take the time to enjoy your ride! Be seen and enjoy all the reasons you acquired the car in the first place.

Make the most of the upcoming driving season. You will find that aches, pains and worries diminish as the smell of gas and oil intoxicate your senses.

Stay Safe, Keep Calm and Motor On!

Rich



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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.

- 4/20/24** **Apple Blossom Tour - meet at Rutter's Store at the intersection of Rte. 15 South and PA 234 (Biglerville Exit) at 10:30 AM. Leave at 10:45 AM for a scenic tour of northern Adams County's apple and cherry orchards. Tour includes a stop at the historic Round Barn and lunch at the Livery Bar & Grill, Herr's Ridge Tavern, 900 Chambersburg Road, Gettysburg, PA. Rain date: Sunday, 4/21/24.**
- 4/28/24** **Britain on the Green - See P. 8 for more information.**
- 5/10-11/24** **Carlisle Import & Performance Nationals - Register soon -mention 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 Noon - 4:00 PM. This event is a catered picnic w/cash bar. \$10/person fee.**
- 6/15 & 16** **Biplanes, Bands & Cruise In - Golden Age Air Museum, 371 Airport Road, Bethel, PA. Free admission with classic vehicle. Info on P. 6**
- 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.**
- 9/8-12/24** **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.**
-

Denny Ryder's Tech Session

February 24, 2024

~ By Ron Weber

Seventeen individuals from CPTC and LANCO made the trek to Seven Valleys to take advantage of another one of Denny Ryder's informative tech sessions. The topic this year was something many of our cars need - cosmetic cleanup and refreshing.



Denny started the session with an overview of how to clean and improve vinyl windows. Elbow grease and wet sanding from 1500 through 2000/3000 grit made a noticeable difference. A power buff with rubbing compound and a finish with Maguire's Clear Plastic Polish resulted in quite an improvement.

Next on the agenda was brightening chrome. While chrome is very hard, one can't be too aggressive. Denny explained that 0000 steel wool does a great job of cleaning and brightening chrome. Stainless steel trim can be cleaned by buffing with Mother's Aluminum Wheel polish.

Denny then moved on to glass. While deep scratches likely can't be removed, surface scratches can be.

A full windshield will require the better part of a day - mask the car completely before starting. Wear old clothes, grab a can of Cerium Oxide, a spray bottle of water and a small power buffer. Care needs to be taken to avoid overheating the glass with compound; but the end result is a much clearer windshield.



A topic of most interest to me was paint touch up. Denny stressed the need for proper prep by removing loose margins on a chip and using a paper match as a brush to fill the chip in thin layers (6-8 or more) until the repair is slightly above the surface. A new razor blade is then used to scrape the repair flush with the rest of the paint, followed by a normal sanding and buffing process.

Continued on P. 6

The Joys of a Triumph Part 1 - Getting Home ~ By Alan Loesch

I recently had a major incident with my 'beater' 1970 TR6. It all started last fall. I was out for a drive when suddenly there was a crunch, then a whine and a pop, a loud grind and then silence. Something just went bad!

Amazingly, however, the car continued to drive as if nothing was wrong ... until I tried to shift gears. When I pushed the clutch in it just made more noise, and the shift lever wouldn't move. But, if I left things alone, I could drive it. I thought it was just the clutch linkage (it wasn't, but more on that later); so I thought it might be OK to try to get home. I briefly thought about pulling over and ruining the rest of my day getting it towed; but as long as it was running I figured I might as well go for it! So, I whipped through a turn-around without stopping or changing gears and headed home.

That sounds good; but there were complications. First, I was 20 miles from my home in the upper end of Dauphin Co. Worse, I was south of Peters Mountain; but my home is north of it. For those of you not familiar with Peters Mountain, the two possible roads over it are very steep, very twisty and filled with views that will make you scream if you're scared of heights. Not great choices, but going around the end of the mountain along the river was out of the question. On that route, I would have to go on a stretch of fast highway and there were places where I would have to stop.

Not possible. So, with caution to the wind, I picked the less travelled mountain route and headed for home.



The first 15 miles were weirdly calm and uneventful. Other than the fact I was in 3rd gear with a broken something, everything was running fine. I was just on a pleasant, slow drive home. Really couldn't do anything else, so I relaxed and enjoyed the trip east on beautiful Clarks Valley Road. But, nearing the turnoff for the road over the mountain to my Carsonville home, I realized I had a problem: There was no way I was getting over that mountain in 3rd gear. I needed second. I tried the clutch again - no good. I was nearing my turn and decided to shift to second without the clutch. One of the benefits of my ill-spent youth was learning the no-clutch-shift because we often needed it given the crap we were driving back then.

Continued on P. 8

The Joys of a Triumph (Cont.)

For those who had a normal upbringing, here's how to do a No-Clutch-Shift: First, floor the pedal. When the engine starts to pull strongly, yank your foot off the gas pedal. In that split second when the power is removed from the engine, the transmission is free of torque and you can shift to another gear. You have to shift quickly and accurately; but if you time it just right, you can shift easily. If you don't time it just right, well, the damn thing is broken anyway.

It Worked! I simply dropped it into second as if it was the normal way to do it. The engine was running strong and with the lower gear, I headed up the mountain. Again – uneventful. I simply drove over the mountain slowly, ran the stop sign at the bottom, and pulled into my driveway. Nothing to it!



So, was it a lucky day for getting home without further problems or was it an unlucky day because my car broke?

That's it for now. Next time I'll give you the story of what went wrong, how much work it took to fix it, and how my lack of knowledge about a known problem caused the repair to take twice as long as it should have.

**Photos by Alan Loesch*



Please join us for the 26th Annual



Britain on the Green

April 28, 2024



Gunston Hall
Lorton, Virginia

<https://www.britainonthegreen.org>

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"

Simeone Automotive Museum Best of Britain's V-8 powered Cars Philadelphia, PA

~By Cliff Grube & Jerry Frasso

February 24th marked the end of a three week event featuring an assortment of factory-produced V-8 cars from England. Triumph was represented by the TR8 and Stag, of which we are all familiar.

A Morgan Plus 8, Sunbeam Tiger, several TVRs and an MGB GT rounded out what I would call the classic group. Also on display were a Jaguar and an Aston Martin of a more recent vintage.



A trip to Simeone is always a treat when you run into Kevin Kelly, the main man at the Museum as well as a Triumph guy through and through. He spent quite a bit of time with Jerry and I, showing us his beautiful Triumph TR5 and explaining its history and some of the things he's done to keep the Lucas fuel injection system reliable.



He is familiar with CPTC and tries to visit our Club tent at Carlisle each year.

This auto museum is considered one of the finest in the world and is in our backyard, so to speak. Located just off I-95 in the vicinity of the Philadelphia Airport, a visit there should be uneventful with good navigation, especially on a Saturday or a weekday before or after rush hour. Check their website (www.simeonemuseum.org) for Saturday Driving Days which is a bonus treat. Lunch, at Chickie's & Pete's, of South Philly roast pork sandwiches and brews made for a nice outing.

**Photos by Cliff Grube*

***Navigator - Jerry Frasso*





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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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MAY 18, 2024 No Rain Date

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The Club Corner

**Joint Club Picnic
Lanco MG Club, Austin Healy Sports
and Touring Club and Central PA
Triumph Club
June 13th - 11:00 AM**

**Location:
Rocky Ridge Park (York Co.)
In the Pheasant Pavilion**

**Please bring your own food and a
dessert to share.**



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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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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.)

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]



Concours d'Elegance Palm Beach Gardens, FL ~ By Howard Zlotoff

On January 28th, The Ballinises Country Club sponsored a Concours d'Elegance Car Show in Palm Beach Gardens, FL. Several area golf clubs were invited to show their cars, including my home club, The Club at Ibis in West Palm Beach.



Our car club has about 75 members who own all types of exotic, and some not so exotic, automobiles which we display at various car shows. We also sponsor club events that involve destination touring to car collections, car restoration shops and various other interesting sights.

Back to today's event: The Concours d'Elegance Car Show. There were over 200 automobiles on display. Many were high end modern day Ferraris, Lamborghinis, Mercedes, Jaguars, Porsches, Bentleys and Rolls Royces, including a brand new Rolls Royce EV with all-wheel-drive and a price tag of \$515,250 ... for those of you thinking of buying a new car this year!

Among the USA collection were Corvettes from 1952 through 2024 models, classic Chevrolets, Buicks, Cadillacs, Fords, replica Cobras and other fine classics.

British cars were few and far between. A 1968 Jaguar Coupe, one Austin Healey, two Morgans, and one classic Bentley. Not a single Triumph to be seen - likely because they would have overheated in Florida weather just waiting to register!

Enjoy these pictures of the British cars. Next year maybe some of you can bring your Triumphs and MG's to show everyone what a real machine is all about!



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



FIRST CLASS



**1971 Triumph TR6
Owners: Ron & Linda Weber**