

Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 36 Number 5

May 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
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

Do you name your cars? If you don't, you probably know of some who insist their cars have names. And many times, it is a 'girly' name! Think about this, they are machines and not mechanical women. This idea of girly names is the Beach Boys' fault. "**She's** real fine, my 409". And wasn't there a scary movie about a car named **Christine**? Probably why I never dated a girl with that name

It's likely more women name their cars than men; but I once bought a TR3 from a guy who named it Leonard or something like that. I erased that from my mind as soon as I left his driveway.

Some other terms that bug me are "born with". Cars are built, made; not hatched or birthed. How about "my car lives at or resides at". How about they are just plain old garaged at..? Birth papers instead of title and build sheet are just plain goofy. One more, "Good DNA". Does that mean you nearly bled out on it during repairs or restoration?

I bet you can add more to this list; but you get the idea. Naming your car can be a point of contention to some. If you do this, at least do not have a license plate made with the name mounted on the car. You are taking a chance that name brings back bad memories for someone who might have a can of spray paint to wipe it out. Check my car's trunk sometime!

So, get your "darling" ready for some driving events, the calendar is full of adventures. Show your car the "love" it deserves!

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.

- 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.**
- 6/8/24 Spring Festival at Bucks Valley Winery, 333 Meadow Grove Road, Newport, PA. Event open from 11:00 AM - 6:00 PM. Craft vendors, live music, food & wine bar. More info to follow - CPTC Event.**
- 6/9/24 30th Annual British Motorcar Gathering, Fritchman Reservoir Park 3400 Reservoir Rd., Hellertown, PA. More info/Registration at: www.keystonebritish.com**
- 6/15 & 16 Biplanes, Bands & Cruise In - Golden Age Air Museum, 371 Airport Road, Bethel, PA. Free admission with classic vehicle. Info on P. 7**
- 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.**

The Joys of a Triumph - Part 2 Getting the Car Going Again ~ By Alan Loesch

In my last episode I told you about my '70 TR6 breaking down far from home and my harrowing (but also calming) trip back without incident. Now the second part of the story ...

After I got it home, I pushed the car into my shop and yanked out the gearbox to take a look at it. Yeah, right. That's the way they talk on car shows; but the reality is that it took me over a month to get it out. First, I spent about a week just being upset that it happened – no top-down fall drives, plus now I had another project to get done. After I got over that, I put the car up on jack stands to see what was up. In my first installment of this story, I initially thought the problem was the clutch linkage since the car ran OK; but I couldn't shift gears. I inspected the external clutch linkage – all the way back to the pedal – and found no problems; so this wasn't going to be something easy. It could still be the internal clutch linkage; but, to check that, the transmission had to come out.

I read up on removing the transmission without the engine (it's been decades since I last did that). Then I prepared the car: Up on jack stands, remove the seats, carpets, dashboard brace, parking brake handle, transmission cover, steering wheel, driveshaft ... and the kitchen sink.

I had to remove the parking brake handle because I couldn't get the transmission tunnel cover off.

Removing and replacing that handle was a lesson in frustration. There's probably a special place in hell for the engineers who designed that gem. Anyway, I eventually figured out how to remove, disassemble, re-assemble, and replace it. I documented the process if anyone needs it.

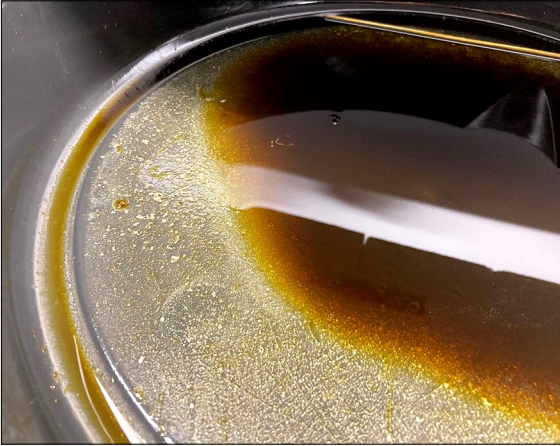
Removing the steering wheel gives you a lot more room to work inside the car; but, after you remove it, tape a heavy pad over the end of the steering column so you can't possibly hit it with your head and get a bloody, semi-circular cut over your left eye which your wife has to fix up. Just sayin'.

In the end, it turns out the transmission was, literally, yanked out. My brother did the yanking. He had stopped by to help with the removal. I had the transmission sitting loose on a floor jack under the car. While I was contemplating how to finish removing it, my brother just grabbed it, yanked it off the jack and set it on the passenger side floor. Done. Sometimes the direct approach is the best. Later, I weighed the transmission – 62 pounds. Heavy, but not so much that it can't be moved around.

The transmission went up on the work-bench. When I rotated the output shaft, it turned but seemed rough. Next, I drained the transmission and the problem was made clear by the shimmering fluid that came out. It sparkled with tiny metal bits. Something had disintegrated inside the transmission.

Continued on P. 6

Joy of a Triumph (Cont.)



Removing the top cover and looking at the gears didn't reveal any major damage, so it must have been a bearing or a seal that went belly up. In any case, it was clear that I wasn't going to rebuild the transmission and get back on the road quickly; but, fortunately, I had a spare.

The spare transmission was out of a TR6 that I drove when I was in my twenties. I still have the car, it's just that it's scattered in pieces all over the place. And one of those pieces was about to be pressed back into service. I pulled the old gearbox out of storage and looked it over. I opened it up and it looked great. It shifted easily into all gears and rotated smoothly in all of them. I declared it ready for service, put it in the car and got it running in no time. Yeah, I wish!

I ran into two major problems trying to fit the replacement transmission:

1. *Lining up the transmission to the engine so they slide together easily.*
2. *The Dreaded Taper Pin!*

To attach the transmission to the engine, just line them up vertically, horizontally and match the angle of their centerlines. Oh, and make sure the splines on the transmission shaft line up with the grooves in the clutch. Jeez! Actually, it's quite intuitive and you would do it easily if the pieces were small. It would also be easy if you had a lift, a transmission jack and a couple helpers; but trying to line all that up while holding 62 pounds by yourself just wasn't going to happen. So, I perused the web and found some good ideas and tools.

The most important tool is what I'll call a Transmission Sling. There are some nice commercial versions of this; but I decided to just build something. I used plywood, some pieces of 4x4, a strong iron bar and a ratchet strap. It worked, but it wasn't magic and I hope to never change a transmission again. So I'm not going to refine the sling. If I did, I would add some sort of slider to move the transmission onto the engine and use a ratchet strap that could be tightened or loosened in small increments to precisely set angles. But, like I said, it worked.

Continued on P. 7

The Joys of a Triumph (Cont.)



It would have been much harder without the sling – both times! Yep, my first installation of the transmission didn't work and I had to pull it back out, fix the problem and reinstall it.

Next Time:
Part 3 - The Dreaded Taper Pin!

**Photos by Alan Loesch*

Biplanes, Bands & Cruise-in

June 15 & 16, 2023

Golden Age Air Museum

371 Airport Road

Bethel, PA

Fly-in/Drive-in - Field opens at 11:00 AM. Free admission with classic auto. Live music, vintage autos, aircraft and museum. Bring chairs/blankets.

BYOB, wine tasting, beer tent - refreshments & food available for purchase.

More information available at:

<http://goldenageair.org>

CPTC Members:

Our plan for this outing is to meet on the field at 11:00 AM on Saturday, June 15th so we may park together. Sunday, June 16th will be our rain date for the event.

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"



Please join us for the 26th Annual



Britain on the Green

April 28, 2024

**Gunston Hall
Lorton, Virginia**



<https://www.britainonthegreen.org>

**Apple Blossom Drive
Adams CO. - April 20, 2024
~By Cliff & Kathy Grube**



It's been many years since we participated in this run; but this year we made it. A bit too far for our Triumph; so we took Kathy's 2003 Mini Cooper S for comfort. Hey, it's British ... and almost a classic!

Mary Ann's route kept us off the major roads and through thousands of acres of orchards nearly in full bloom. We found it interesting that the young trees are being trellised, a sure sign of mechanized harvest in the foreseeable future.



(View from Boyer's Nursery)

A bonus, of course, was the 1914 Round Barn, one of three in Pennsylvania. It's a spectacular, slate-roofed structure built entirely with hand tools.



Just across the road is a restaurant called the Thirsty Farmer Brew Works. The name certainly resonated with this ex-farmer, as they efficiently provided us with great food and tasty brews.

Continued on P. 9

Apple Blossom Drive (Cont.)



A wonderful day in all and a hearty “Thank You” to Rich and Mary Ann for their efforts in setting up this event.

**Photos by Joe Laurito, Ron Weber and John Miele*



The 2024 Meeting of the Marques will be dedicated to the memory of Stan Carpenter

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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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.

**Submitted by Rich Roenigk*



**Submitted by Ron 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:

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]

Engine stand and sandblaster - Harbor Freight engine stand and sandblaster used only a few times. Located outside Harrisburg. \$50 for the engine stand and \$60 for the sandblaster. Also have a new pair of bullet type mirrors, Moss #37-0920. \$60 for the pair. Contact Jay Snavelly (Member) at 717-564-0930 [Listed 04/24]

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 (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]

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]

Continued on P. 14

The Brokerage (Cont.)

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 rroenigk@aol.com or 717-487-1795. [Listed 6/23]



**Pics from the Past ...
CPTC's 35th Anniversary Celebration**



**Dick & Diane James - Autocross
August 1991**



TRF Car Show - August 1990



**TRF Car Show - August 1990
Downtown Indiana, PA**



Gettysburg Battlefield Tour - 1992

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...

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



FIRST CLASS



**1980 Triumph TR7
Owners: Herb & Maryann Haft**