

Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 36 Number 6

June 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

Many of us look forward to the May Carlisle Import Show every year. A chance to show off your car and shop for the parts and accessories you can't live without. It's always interesting to see the various models of vintage cars that show up. It never disappoints as a rare models are guaranteed to be there. If the Amish built a car, it would look like a Citroen, the one with corrugated roofing for side panels!

The weather on Friday of this year's event was a truly miserable day! A third of our tent was in a mud puddle after days of rain and a request was made to the Carlisle staff. They graciously responded with a load of gravel and apologized for placing our tent there as they do extensive mapping of the grounds to avoid trouble spots. Friday's crowd was thin and the decision was made to close up at 1 PM.

Saturday's weather made a turn for the better. Nineteen Triumphs arrived and generated much interest. Because of this and our enthusiastic club members manning the tent, we signed up seven new members - a great day overall. A highlight was the lunch provided to our members as well as those of the Western PA Triumph Association. We appreciate their help when they register, using our Club as the affiliation. These extra numbers assure that we get a free tent, avoiding a \$200+ fee.

The month of June has two highlights: One is our 35th Anniversary picnic, with over 50 members who have signed up. This is a “**don't miss**” event.

The second is the TRA event in Ohio. Information can be found at [Triumph Register of America – Formed to Preserve the Triumph Marque](#). I plan to attend again this year. It is an enjoyable event that usually brings 60 cars. The crowd is friendly and the planned events are fun. The Concours judging brings out cars that are simply amazing. The detail of restoration is admirable and the host Club goes out of their way to insure a good time.

A reminder about the combined Clubs picnic with LANCO MG Club scheduled June 13th at Rocky Ridge York County Park. Also, THE GREAT AMERICAN RACE will be passing through on Tuesday June 25th. An overnight in Gettysburg is planned.

The summer schedule is upon us - get your share of the fun!

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.

- 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.
- 7/13/24** CPTC Mid-summer Picnic - Memorial Lake State Park, Upper Pavilion. Bring your own food/drink and a Bingo prize if you have an item you wish to donate.
- 8/3/24** 43rd Annual British Car Day - Schenley Park, Pittsburgh, PA. More info/reg. at www.wptriumph.org
- 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 3

The Dreaded Taper Pin

~ By Alan Loesch

I ended my last installment with the mention that I got the replacement transmission mounted in the car; but it didn't work and I had to take it back out, fix a problem, then put it back in. The worst part is that the problem was a known issue which I could have fixed before the first installation and saved me a bunch of time and work.

The problem, as you've probably guessed by now, was the Dreaded Taper Pin. If you're removing/replacing a transmission and you don't know about the Taper Pin, STOP and learn before you put anything back together. Lots of information is out there, I just didn't know to look for it.

The Taper Pin is part of the clutch linkage. It's inside the bell housing and connects the clutch cross shaft to the yoke that moves the throw-out bearing. The pin fails because it is tapered, but the hole it's in is not. With that design, all the force acts at one point on the taper and it snaps in two after a while. When it snaps, odd things can happen. The clutch will seem to work sometimes and not others. Or the pedal will seem to operate normally at the top of the stroke, then feels wrong as you push farther. This is because, when the pin breaks, it doesn't come out all the way. It's still there and continues to move the yoke somewhat, but you don't get a full engagement and the transmission is hard to shift. Eventually, the pin will come out and then all shifting will be *kaput*.

The fix is simple: replace the taper pin before you reinstall the transmission. This doesn't change the bad design; but new aftermarket pins are much stronger than the originals and are less likely to break.

So, if you've been following along with this tale, you're probably thinking, "Oh, so the problem was with the linkage after all." Nope. The taper pin problem was only with the replacement transmission. The taper pin on the original unit was undamaged and properly in place. (As of this writing, I don't know what failed with my original transmission. I plan to take it apart to find what happened and hopefully fix it. If I find any revelations when I do that, I'll let you know.)

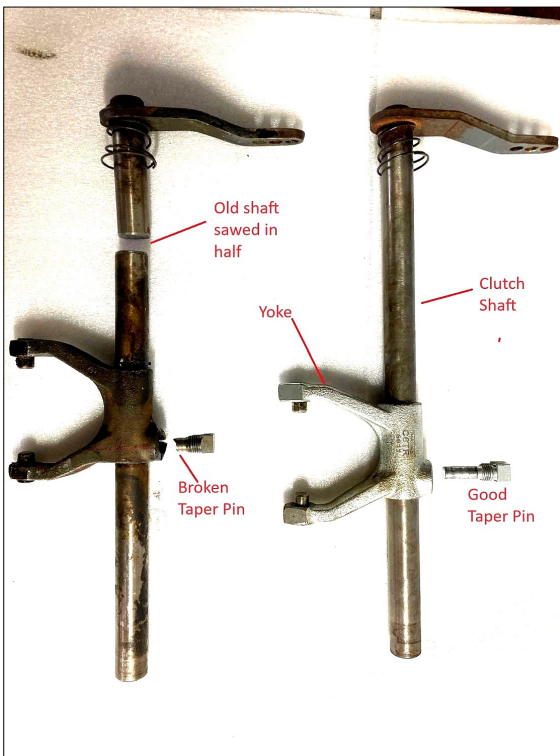
I learned about this taper pin after I put the replacement transmission in. I just couldn't get the clutch to work properly (engine not running; just moving things manually). After much reading and consideration, I reluctantly came to the conclusion that the taper pin was broken and that I had to pull the transmission again to fix it. Very disappointing; but it was not as difficult the second time. Experience counts!

So, as I said above, simply replace the taper pin and you're on your way. Yeah, right (are you seeing a pattern here?). When the pin breaks, the top part is loose, and you can unscrew it. But the bottom part is still stuck in place and there's no way to remove it.

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Joy of a Triumph (Cont.)

The seemingly drastic, but actually very practical solution, was to cut the clutch operating shaft in half, pull it out of the bell housing and throw it away, broken pin and all. It was surprisingly easy to saw that 1" piece of soft steel in half with just a hacksaw. Only took about ten minutes. Replacement parts are readily available, and I ordered new everything. Putting it back together was quite easy and seemed to work just fine when done.



All that I needed to do now was put the transmission back in, replace all the stuff I had removed and go driving.

This time, it was good. Not easy, but familiar. Again, experience counts, and everything went back together easily and quickly.

When it was done and back on its own wheels, I pushed the car out of the shop. It fired up pretty quickly and I tried the clutch and gears and WOW, it all worked. Took a quick spin around the neighborhood and it was great! I was able to shift easily into all gears and everything was quiet and smooth. I was so looking forward to that spirited fall drive, but the trouble was it was now December. British cars do not like Decembers. So, I sadly put the car up at the barn, put the cover on it and waited for spring.

There are more stories to tell about this adventure if you're interested. There is a trick you can do during reassembly that allows you to remove the bottom half of a broken taper pin should it happen again. Or how to figure out which throw-out bearing to use – Moss has an interesting instruction sheet. Or how to bleed the clutch slave cylinder (very, very easy if you know the trick). Also how to tighten a nut by yourself when the bolt head is in the engine compartment and the nut is on the other side of the firewall – and do it by yourself. Yep, owning a Triumph is never boring.



ARTS AND CRAFTS CLUB
2024

Saturday, Sept. 28th 2024
Our 33rd Annual Motorshow
[www . SVVsportscarclub . org](http://www.SVVsportscarclub.org)

The 2024 Meeting of the Marques Concours is dedicated to the memory of Stan Carpenter



Held in conjunction with Carlisle's 41st Annual Harvest of the Arts Festival



Susquehanna Valley




Vintage Sports Car Club

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

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.

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Carlisle Import & Performance Nationals - Carlisle, PA

May 10 - 11, 2024

~By Denny Ward

Friday, May 10, 2024 was, in a word: Miserable. I had just arrived home from the Carlisle Import Show. It is the first day of the 2-day event, and the weather is as bad as any Import Show I have attended. Well, maybe the third worst.

The weather report was oddly accurate, so I was prepared, as was most everyone else – rain gear and mud boots were the fashion of the day. The drive to Carlisle was not bad, and both wipers remained attached to my TR4 for a change. I didn't really notice much wind until I arrived at the Carlisle Fairgrounds and opened my door. There I was greeted with a blast of rain in the face. The Central PA Triumph Club's tent kept the worst of the weather off of us; but the stiff breeze drove the rain through, soaking tables & chairs, creating a puddle over a third of the floor.

Since I was scheduled for tent duty Saturday morning, I ventured out into the mire again. The vendor area was disappointing, as the majority of vendors had their tables covered. It did not take long to complete a tour of the vendor area, so I decided to grab an early lunch. Adhering to tradition, I ducked into the food court - the Stoltzfus ham and Swiss sandwiches were as good as ever, although finding a dry spot to sit down was a challenge.



Rich Roenigk and Marianne Berrian were manning the tent, and they didn't look comfortable at all. After chatting briefly with the crew, I splashed off to get my goody bag, returned to place the placard on the dash of the TR4. Denny Ryder had arrived, barely recognizable in his heavy hood.

After lunch I toured the exhibit buildings – lots of interesting cars in the warm & dry environs, including CPTC members Bob and Anita Dortenzio's 1980 TR7 convertible. Then back to the CPTC tent for a bit more socializing before heading home, with hopes for better weather tomorrow!

Saturday – The weather was slightly overcast, with many outbreaks of sun, which kept things comfortable. A quick cruise down the Turnpike should get me to the show field with time to spare

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Carlisle Import Nationals (Cont.)

I was scheduled to man the tent 9 to 11 AM. I would have arrived right on time (No, really!); but I became ensnarled in stop and go traffic (mostly stop) trying to get through the gate. Enough complaining – I was only ten minutes late. There was a healthy crowd in the CPTC tent. The cash box was also stuck in car show traffic, but we managed. We collected a lot of dues, including mine, and got two new members.

My shift ended, I headed to the vendor spaces – much more activity on a nice dry day. I found a well-preserved luggage rack for the boot of a TR4. After thinking hard, I decided that, although I do like the look, I really don't want or need one. I was tempted by a few die cast models, but I settled on only one, a Porsche.

I returned to our tent to snatch the last of the Nell's hot dogs – man, are they good! Thanks so much to Mary Ann and others for preparing the much-appreciated meals. On to the show field, which was packed with many varieties of European and Asian goodness.

I think the most interesting cars there, other than the British marques, were Italian. I lusted after a silver Lancia Appia Zagato GT – Oh, those fins!



Back to the tent for a final time. Grace Schuyler, MGB owner and friend of the Rolls-Royce Museum, invited me over to the RR tent for some dessert, but I had to decline. Many of us old-timers remember Grace as the voice of the public address system at the original Meeting of the Marques at Allenberry. So, after seeing everything and talking to everyone, I headed home, sun shining, windows down; a great day behind me and yard work in my future.

**Photos by Denny Ward*



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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.

New Members ... Welcome!

The most recent additions to the CPTC ranks are:

**Christy Haiduck
Mechanicsburg, PA
Owner of a '77 Spitfire**

**Kathie Ingoglia
Columbia, PA
Owner of a '59 TR3**

**Robin Loughran
Harrisburg, PA
Owner of a TR3**

**Heidi Myers
Orrtanna, PA
Owner of a '75 TR6**

**Jack Randolph
Mechanicsburg, PA
Owner of a '69 GT6+**

**John Rowe
Mechanicsburg, PA**

**Mathew Weeden
Wellsville, PA
Owner of lots of cars**

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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*



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BREAKING NEWS

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**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:

1972 Triumph GT6 MK3 - Color is Damson Red. This is a fresh, frame off, rotisserie restoration. It has the original numbers matching engine and gearbox. It is a non-overdrive car with 3.27 rear axle and Spax adjustable shocks. The car has been rebuilt from top to bottom and is a strong number 2 show car. Runs and drives like new. Turns heads wherever it goes. Car is located in Robeson PA. Asking price is \$26500. Call/text 307-315-2479 Jeff (Member) or Email @ insresto@aol.com
Listed 6/24]

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]

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]

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

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



**Picnic - Dick & Diane James' House
August 1989**



**Queued Up for a Run
Boscov's - April 1991**



**TRF Car Show and Autocross
Indiana, PA -August 1990**



**John Krause - Autocross
August 1991**

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

«FirstName» «Last-
Name» («MembershipDate»)
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1961 Triumph TR3
Owners: Gary & Deborah Fatherree